The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

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The Champion Silver-Lead and Copper

MINING COMPANY (LIMITED).

Registered the 13th November, 1869, under the Companies Acts, 1862 and 1867.

Capital £24,000, in 2400 Shares of £10 Each.

£1 to be paid on application, and £1 on allotment. Calls not to exceed £1 per share. Three months to intervene between the days appointed for payment of calls.

DIRECTORS.

Sir ROBERT BRISCO, Bart., Crofton Hall, Wigton.
WILLIAM BANKS, Esq., Highmoor House, Wigton.
Lieut-Colonel BRISCO, Junior United Service Club, Charles-street, London.
WILLIAM COWAN, Esq., LL.D., Linburn House, Midcalder, N.B.
ROBERT TIFFEN, Esq., M.D., Wigton.
JOSEPH SEALBY, Esq., Carlisle.

BANKERS—THE CARLISLE CITY AND DISTRICT BANKING COMPANY.

SOLICITORS—Messrs. S. and S. G. SAUL, Carlisle.

SECRETARY—JAMES LAINTON.

OFFICES,—7, POST OFFICE COURT, CARLISLE.

PROSPECTUS.

This company is formed for the purpose of working an extensive property in the Stewartry of Kirkcudbright, in the South of Scotland. The property comprises many square miles of ground, and is secured from the several landowners on leases of 21 years, at a royalty of 1-15th, with the exception of one small sett, which is held at 1-12th.

It has been worked for nearly two years under tack-notes by a few gentlemen privately, who, after proving the existence of large mineral veins in all directions through the different setts, recently purchased the Creetown, Lachantyre, and Dallash Mines, with the machinery, buildings, &c., belonging thereto, with the intention of forming the whole into one company, and inviting the co-operation of those of their friends who are interested in mining, which is now done with the greatest confidence, the value of the property being beyond doubt.

The capital expended in the purchase of the mines and machinery, and working cost up to this date, has been provided for by the issue of 1200 paid-up shares to the present proprietors, who will also subscribe for a portion of the 1200 additional shares proposed to be issued for the further development of the property.

The report of Mr. John Taylor, jun., of Queen-street-place, London, dated 4th May, 1869, is annexed. It will be observed that his inspection of the property took place prior to the purchase of the Creetown, Lachantyre, and Dallish Mines

The report of Capt. Remfrey, one of Messrs. John Taylor and Sons' agents, is also appended, and particular attention is directed to his remarks regarding the extent of the property, the machinery erected, the work already done, with the discoveries made, and character and value of the ore.

The Portpatrick Railway passes through the centre of the property, and the ports of Creetown and Gatehouse are within easy distance.

A copy of the Memorandum of Association of the company is annexed.

Copies of the Memorandum and Articles of Association may be obtained at the office of the company, and application for shares may be made on the form enclosed with the prospectus, and accompanied by a deposit of £1 per share.

REPORTS.

Sandycroft, Chester, May 4.—I beg to hand you my report upon your mining property in Scotland, which I visited last week. The sett, which is a very extensive one, being nearly 5 miles in length and 3½ in width, is situated close to the town of Creetown, in Kirkcudbrightshire, bounded to the west by the Old Cairnsmore Mines, and to the south-east by the Creetown Mine. A number of fine masterly lodes are to be seen at the surface at different points, and several of these can be traced for hundreds of fathoms in length through the sett. These lodes are of two different kinds, some running to the north of west and and south of east, but at different angles; and others running to the east of north and west of south. Nearly all the lodes at present discovered are marked and numbered upon the Ordnance Map shown to me by Capt. Hawke; those running north of west and south of east being coloured blue, and the caunter lodes red. About £600 has been expended in trials of a superficial nature at various points on the property. These trials, as far as they have been carried, are very satisfactory, and give considerable promise of future successes. Referring to the lodes marked blue on the map, Nos. 1, 2, and 3 can be traced for a long distance on the summit of Culcronchie hill, running parallel to one another at a distance of 5 to 10 fms. apart. At the foot of the hill in Culcronchie burn they are very plainly to be seen, and here an opening has been made and a level driven about 6 fms. south-east upon the middle or No. 2 vein. In the forebreast of this level the lode is from 4½ to 5 ft. wide, with the walls very clearly defined, underlying about 2 ft. in a fathom to the north-east; and although still so near the surface (the ground rising very gradually above) has already changed in character, and has a very kindly appearance, being composed of quartz with spots of lead ore, and in one portion traces of yellow copper ore. The No. 1 lode is, however, the most promising of these lodes (1, 2, and 3) as seen at the surface, being some 10 ft. wide; but for several reasons it will be advisable to drive upon the No. 2 lode (say) for a distance of 15 or 20 fms., and then put out cross-cuts to the No. 1 and No. 3 lodes. Within a few fathoms of these lodes to the westward, close together in the burn, may be seen the outcrop of the No. 4 lode about 6 feet wide, the No. 5 lode 4 ft. wide, and the No. 6 lode 10 ft. wide. Upon these no trial has been made, as they will be intersected at a considerable depth by the cross-cut driven on the course of the No. 2 caunter lode, to be mentioned hereafter. A short distance from the burn, near this spot, is the outcrop of the No. 7, or spring-water lode, some 50 ft. wide, open and kindly-looking, and from which are bubbling numbers of small springs of water strongly impregnated with oxide of iron. Still further westward a few fathoms we come to the No. 8 lode. Upon this a level has been driven south-east from the burn 5 fms.; the lode is from 4 to 5 ft. wide, very promising looking, and in the forebreast of the level already producing small stones of lead ore. An improvement may be expected very soon at this point. This No. 8 at its outcrop in the burn—where first discovered—is composed of quartz, interspersed throughout with small spots of copper. Close to the mouth of the level it is thrown some 3 fms. to the south-east by a cross-course running at right angles to it. From 70 to 80 fms. to the west of the level, upon No. 8 lode, a cross-cut is in course of driving in a northerly direction towards the No. 2 caunter lode; when this is reached it is proposed to carry forward the cross-cut upon the course of this north-east and south-west lode, and thus intersect all the eight lodes above mentioned, and any others that may not have been discovered at the surface. A considerable distance to the south-west of this cross cut down the burn openings have been made upon the No. 2 caunter lode, with the object of commencing another level; this should be a very fine trial level, intersecting as it would all the parallel lodes to the north-east of this point at 26 fms. under the cross-cut mentioned above, and unwatering them to a depth of no less than 105 fms. below the summit of Culchronchie Hill, upon which the outcrop of many of the lodes may be seen. The No. 10, or Creetown main, lode has not as yet been seen in your sett, but at only a short distance from the boundary to the south-east. It has been opened upon lately in three or four places, with great success, by the Creetown Mining Company. At the point nearest your boundary at which it has been touched a level has been driven little more than 4 fms. into the hill side, and in the forebreast is to be seen a fine lode, 6 ft. wide, of a very promising nature, with a course of lead ore going down in the bottom of the level worth from 1¼ to 1½ ton to a fathom. The Creetown Mine has been worked for some 10 or 12 years, and some thousands of pounds worth of lead and copper ores raised. Lodes No. 11 and No. 12, as laid down upon the plan, represent the supposed direction through the sett of the Black Craig and Old Cairnsmore lodes. Nothing has been done as yet actually to prove that these lodes do traverse your property, but there is every reason to believe that such is the case, and pits have been sunk near the plantations to the south-east of Cairnsmore House upon their supposed course, and in each pit although the lodes were not seen yet the indications lead me to think that they are at no great distance. The depth of soil is considerable, and for other reasons these trials have been abandoned for the present. The Blackcraig lode is a very large one, being some 40 ft. wide, and large quantities of ore have been raised at this mine during the many years it has been worked; and a fine discovery has only now lately been made in the bottom of the old mine, thus proving the important fact that the lodes in this district are productive at a considerable depth from the surface. At the Cairnsmore Mine, also, the returns of ore were some 60 tons per month, and a fine course of ore was worked in the 110 fm. level; the lode is about 12 ft. wide. The No. 13 lode is to be seen in a cutting upon the railway, close to Culcronchie Bridge. It is a wide, open-looking vein, but at this point much disordered. A small lode, No. 14, parallel to this, was discovered under the bridge in the Burn. We now come to No. 15 lode, the only one upon which a shaft has been sunk in this large sett. The depth at present attained is only 16 ft. from the surface, and the lode here is 5 to 6 ft. wide, composed principally of quartz, and carrying a rib of rich lead ore, nearly solid, from 2½ to 4 in. wide, and some 2 ft. of the lode besides, full of strong spots of ore, worth in one end of the shaft fully 15 cwts. of ore per fathom. The shaft is sunk within 25 fms. of the boundary, and close to the burn, so that it would not be advisable to continue it down as permanent work; but for a trial, with the great promise of improvement that it now presents, it is very important that an effort should be made to sink the shaft, at all events, a few fathoms deeper. This lode, as seen in the burn, a few fathoms to the south-east of the shaft, is 13 or 14 ft. wide, but it is here much disordered, and is not, in my opinion, so promising in appearance as several of the other lodes as seen at the surface. The lode has been proved at two points to the south-east side of the burn, and therefore out of your sett. An effort has also been made to find the lode some hundreds of fathoms to the north-west of the shaft, but the great depth of soil and the influx of surface water rendered this a matter of considerable difficulty during the winter, and the trial was, therefore, abandoned; should, however, the No. 15 lode open out well in the shaft it would certainly be advisable to continue this. The Nos. 16 and 17 lodes have been opened up to a small extent in the adjoining sett to the south-east of your property; so far as they are at present seen both lodes are much disordered, but are fine strong veins, and spotted throughout with mundic, copper, and lead ore. No. 18 lode is also large and promising looking, as seen in the burn; it is from 20 to 30 ft. wide, composed mainly of quartz, interspersed with mundic and small spots of copper. To the south-west of this lode about 60 fms. a level has been driven nearly 20 fms. in a north-easterly direction from the burn, to intersect the No. 18 and parallel lodes. This level will prove all this portion of the sett in a most thorough manner; and, from the number of lodes and strings to be seen in the burn, there is every reason to hope it may lead to valuable discoveries. A very large lode indeed is to be seen in the side of the burn, about ¼ mile from Creetown. A winze has been sunk about 4 fms. upon it, and, although this winze was full of water, I could see from the appearance of the stuff broken there that the lode is a very kindly one, and well worthy of further exploration. Of the lodes marked red on the map, the only one that I saw that appears to be promising is the No. 6; it is 10 to 12 ft. wide, as seen in the side of the hill in the granite, and interspersed throughout with spots of yellow copper ore. Having, I believe, mentioned all the points of note on the property, I will conclude by saying that I consider it to present great promise of success, and with vigorous working at certain points I shall be very much surprised if in the course of a very few months discoveries of value are not made. I would remark that the points I think most important are the driving on the No. 2 lode; this will be an excellent trial of the lodes Nos. 1, 2, and 3. The cross-cut towards the No. 2 caunter lode, to intersect so many of the lodes at right angles; also the cross-cut from the burn below the high road, towards the No. 18 and parallel lodes; and last, but no least, the shaft on the No. 15 lode. I should recommend you by all means to endeavour to get this shaft down, at all events, a few fathoms, to prove the lode, as it appeared to me that the rib of lead ore was becoming stronger as it went down, and was of more value quite in the bottom of the shaft that it was 2 ft. above that point. These trials it would be well to carry on during the next few months with some vigour, as such operations near the surface can be much more advantageously worked during the summer months than in winter. —— JOHN TAYLOR, Jun.

Derwent Mines, Riding Mill, Northumberland, June 30, 1870.—Acting upon Mr. John Taylor's instructions, I carefully examined your extensive mineral property, situated near Creetown, Kirkcudbright. The veins are large and numerous, traversing the trap formation and portions of argillaceous schist, which is more or less associated with the veins.—Champion Mine: The deep adit level cross-cut, driving north towards No. 18 vein, was taken up at the Chain burn, and driven upon a cross vein about 32 fathoms, which had influenced the main vein—so much so, that a part of the vein can be traced on the east side of the level for 2 or 3 fathoms back from the present end, which consists of quartz, spar, spots of mundic, blende, and lead ore, of no market value; a few fathoms will very probably intersect the principal part of the vein. There are eighteen known veins to the north of this level within 2½ miles. The out-crop of this vein where seen crossing the burn is very wide, composed principally of quartz, spar, mundic, &c. The level continued would drain the above veins and high backs. No. 17 vein is also large, containing strong branches of quartz and spar. The most encouraging part is that about 3 feet wide, containing small specimens of nickel, having on the south wall greenstone, and clay-slate partially decomposed on the north.—No. 15: The bearing of this vein is about the same direction as Nos. 18 and 17, being 33° south of east and north of west. The engine-shaft is sunk 10 fathoms upon the vein, capable of receiving large pitwork. At present the water is drained by means of a small water-wheel; should it be found necessary, a larger wheel, 50 or 60 feet diameter, could be put up—say 200 to 300 fathoms down the burn. The present machinery will likely enable you to go down 10 or more fathoms deeper. The 10 fm. level has been driven north upon the course of the vein about 9 fathoms, which produced excellent lead ore, and the present end is promising, yielding nice pieces of ore, with small strings or branches containing spar and spots of lead ore. About midway between this and the shaft, I observed a good profitable vein in the roof of level, and I was told the vein was very productive in the sole. The 10 fm. level has been driven some 4 or 5 fms. south of shaft. The vein here does not present such favourable indications, although it is strong. Ground is being cut for plat and cistern to take up the top water, and hopes are entertained of sinking the shaft without the assistance of pumps. A few fathoms south of shaft, an open cutting 24 fms. in length has been made, and a cross level driven some 9 feet to the vein. Here a winze is sunk, now full of water, 11 feet. The vein I was told is 4 or 5 feet big, composed of quartz, spar, blende, stones of lead, and a little copper ore, samples of which I examined at the surface. About 125 fathoms south this vein is intersected by an east and west vein, hading north towards No. 15 vein. The back of this vein has been laid open for a few fathoms; it is wide, and composed of quartz, spar, and occasional spots of mundic. At this mine I took a sample of dressed ore from a small parcel lying on the dressing-floor, which gave by assay 77 per cent. of lead and 2 ozs. 17 dwts. 4 grs. of silver per ton of pig lead. Nos. 1, 2, and 3 veins have nearly the same bearing, being 36° south of east. No. 1 is a strong vein, showing good spots of lead ore when seen in the burn; between this and No. 2 vein there is a portion of schist, and, I may add, elvan. A day level is driven a short distance east upon this vein composed principally of clay-slate. In all probability the main part is standing to the north. No. 3 shows spots of copper ore at the out-crop on the moor, not far from the burn. The junction of the three veins is said to be east of this point. Nos. 4, 5, and 6 have been proved only by making trenches on the backs of these veins, in which I was told copper, lead, and blende were found in small quantities, but not of commercial value. These pits are now full of water and stuff, so that I could not examine them forming their intersections at the point of junction with the clay-slate and granite, at Culcronchie Hill to the east; No. 4 is 6 feet wide, No. 5 4 feet, and No. 6 vein 10 feet wide. I noticed the out-crop of veins in Culchronchie burn. No. 7, or spring water vein—which may also be termed the monster vein—is said to be 50 ft. wide. It can be seen in places north of the burn, on the Culli estate, where the water is gushing out at several points strongly charged with the oxide of iron.—No. 8: The end of the level upon this vein stands 25 fathoms east of burn. Open cutting 10 fathoms, driven 15 fathoms, good samples of lead and copper, mixed with blende; also the carbonate of lead and copper, lying at surface, near to the entrance of the level, which must be regarded as being very promising looking vein stuff. The vein here is strong and masterly, notwithstanding it has been influenced by a caunter vein, and heaved some 3½ fathoms to the west. This working is 30 fathoms east of trial shaft, which is sunk from surface 5 fathoms, now partly filled with water. I was informed that the vein is 5½ feet wide at that depth, and judging from the fine pieces of copper ore (yellow, of high percentage) lying at surface, the vein must be a hopeful one, and sufficient to warrant further explorations in depth. The water has hitherto been drawn in buckets. A 10-feet water-wheel is now being erected, which I fear will be found inadequate to prove the veins to any great depth. About 60 fms. west of shaft, at about the same level at random, a day adit cross-cut has been driven 20 fathom north towards this vein (No. 8), and there are about 12 fms. to drive to intersect it; this should be done. This cross-cut was intended to cut No. 2 copper vein, and then to drive on its course to intersect all the other lead veins. In doing this high backs would be attained.—The Deep Adit Level Cross-Cut: Here an open cutting has been brought up for about 12 fms. long, and the level extended from it about 3 fathoms towards No. 2 vein; by driving upon this vein would cut the same veins as the above cross-cut, but come up 26 fathoms below it, and about the same at the engine-shaft. If continued as far as 1, 2, and 3, 45 fathoms, and under the summit of Culcronchie Hill, about 105 fathoms cover would be got. This is a very important trial, and should be carried forward with vigour. There are convenient places for reservoirs and for dressing-floors at those cross-cuts, or day levels.—Dallash: This mine is situated about 5 miles north-east of the Champion Mines, in the slope of a high mountain, and where considerable cover, or backs, can be got by taking up an adit level upon the line of the vein—still, nothing of this mode of mining could have been entertained by the former company. A whim-shaft has been sunk a few fathoms above the base of the mountain, 20 fathoms, and a 10 fm. level driven 6 fathoms north of shaft, and about 3 fathoms south; the bottom, or 20 fm. level is driven north 8 or 9 fathoms, and south about 1½ fathoms. Those places, I was told, produced good pieces of lead ore, and which I saw lying at the surface. The vein which now forms the bed of the burn for some distance is 8 or 9 feet wide, and it has been washed away for a considerable distance of length by the water to a depth of from 15 to 20 feet in one place, leaving both walls of the vein quite perfect to surface. Here the vein does not present very great promise; the vein stuff on the hillocks and about the shaft top has a much better appearance, and judging from this, more especially, a further and more substantial trial should be made. In passing through Blackcraig and Cairnsmore Mines, I noticed that the vein stuff differs in appearance. I am of opinion that the Blackcraig Mine has not been operated upon at Cairnsmore, that is, judging partly from the workings, unless a most rapid bend has taken place, or the vein moved from its regular course by a cross vein of some considerable power, which I think is not very likely. Those mines I believe have yielded from time to time large quantities of lead ore, but with what result I cannot state. Creetown engine-shaft is sunk 11 feet long by 6 feet wide, and is down a little below the 40 fm. level. This mine is drained by a 24-in. cylinder pumping-engine, with 11 in. bucket-lifts, working at a very slow rate of speed, showing the water at this season of the year to be very little indeed. The 40 fm. level is driven on an east and west vein 7 fathoms to No. 2 vein, and 2 fathoms beyond, driven on the latter vein (No. 2) about 8 fathoms north, in which fine lumps of lead ore were taken, some of which are now lying underground. In one place (roof of level) the vein is very productive for about 6 or 9 feet in length, worth 1 to 1½ ton of lead ore per fathom. In the present end the vein is 2 to 3 feet wide, carrying a small leader of lead ore yielding a few cwts., say 5 or 6, in a fathom, and from its regular appearance and other indications an improvement may be expected shortly. This level (40) has been driven south 6 fathoms. In the present end the vein is unproductive, but a short distance back from the end I broke excellent pieces of solid lead ore from the roof. The 30 is driven east of engine-shaft 9 or 10 fathoms, also intersected No. 2 vein, driven north 25 fms., yielding ore, more or less, the whole length. At times lumps of lead ore weighing 60 to 70 lbs., and a stope in roof of this level 2 to 3 fms. long and 2½ fathoms high, produced good saving work. This level (30) is driven 3 fathoms beyond No. 2 vein towards No. 1 vein, and there are about 30 fathoms to drive to intersect it. The 30 has been driven south on No. 2 vein 6 fathoms, yielding spots of lead ore. A winze has been sunk under this level 9 feet, which I was told produced fine lumps of lead ore, and also on the north side of intersection. This being the case, and the vein having a lively appearance in the roof of the 40 fm. level below, the vein should be at once opened out by raising and sinking at the intersection; and this in all probability would throw open payable or tributs ground. In the 18 fm. level No. 2 vein was reached 20 fathoms east of shaft, and a winze sunk to the 30 fm. level. The distance driven upon the vein No. 2 is 7 fathoms south and 14 fathoms north; 3 fathoms back from north end the vein was very productive for about 3 fathoms long in the roof, which has been taken away. This level (18) has been driven west about 36 fathoms. About 21 fathoms from shaft a north and south vein has been intersected, showing spots of lead ore. This end stands 35 fathoms short of cutting the old Pibble vein, from which the former company raised nearly all their ore. This is an important point, and should at once be carried out.—Flat-Rod Shaft: This shaft is sunk 25 fathoms from surface, or 20 fathoms below adit level. The vein was cut at the adit 15 fathoms east from shaft; vein 6 feet wide, driven on its course 6 to 7 fathoms, producing good stones of ore, and very promising, so I was told. Those points are now covered with water; we went through the adit as far as we could get for water. Here the drainage power consists of a very fine wheel, 60 feet diameter, 2 feet 4 in. breast outside, supplied with water from a reservoir just above. This wheel is capable of pumping the water, drawing the stuff, &c.; there is also a large crusher attached. In front there is an excellent site for laying out a good dressing-floor.—New Adit, Creetown Vein: The open cutting is from 12 to 14 fathoms in length, driven upon the vein 10 fathoms, running south of east and north of west. About 3 fathoms from mouth of level a sump is sunk 3½ fathoms; the vein in the bottom I was told is four feet wide, containing orey stuff similar to that now on the dressing-floor, and which is very promising-looking. A few feet south of sump a cross vein was intersected, which disarranged the main or Creetown vein. The level was driven from this point (cross vein) on a part of the vein, carrying on the east wall flookan and decomposed schist. It appears that the principal part of the vein is standing to the west side of level, and it is probable the same remark may apply to the position of this part of the vein in the sump; however, by stripping down a portion of the vein at the adit will throw some light upon it. I like the character of this vein, also the samples of ore, &c., which I saw on the dressing-floor. This level gains considerable cover as it advances. Several pits or trenches have been made upon the back of the vein, all of which I was told produced mineral.—Railway Cutting: This, as well as many other points, I found to be most interesting. The vein here is very wide, and runs in an oblique direction with the cutting, and contains large quantities of mundic. I think you would not do wrong to test this mundic; besides the vein contains a great deal of decomposed or soft kind of killas and sparry branches. The western wall on the Champion side of the cutting is strong greenstone; that on the eastern wall is strong clay-slate, dipping east, which is the probable inclination of the vein. The ground on both sides of the railway is somewhat flattish, consequently to prove this vein to a satisfactory depth pumping and winding power would be required; still you might be able to sink a few fathoms without machinery, and this would be very desirable.—Lochantyre: This mine is situated 3 to 4 miles nearly due south of the Creetown Mines. The engine-shaft is sunk to a depth of 44 fathoms. The power employed for drainage and hauling the stuff was a 12-horse power locomotive, still standing on the mine with suitable pitwork. 44 fms. 7-in. pumps, rods, &c., in the shaft complete; sunk 20 fathoms perpendicular, where it struck the vein. The 20 fm. level is driven about 7 fathoms north, and the same distance south, strong veins containing spots of copper and lead ores. From this point (20) the shaft was carried down upon the course of the vein to the 44, vein 2 to 3 feet wide, yielding a little copper and lead ores. The 44 fm. level is driven north from shaft 7 to 8 fathoms, vein producing spots of lead ore, though not to value. This level continued would intersect the east and west veins hading towards the shaft—distance to drive 9 to 10 fathoms. This level (44) has been driven south of shaft about 10 fms. in a large quartz vein. There are excellent pieces of lead and copper ores lying at surface. The port of Gatehouse is about 2 miles south of the mine, with a good road leading to it. I need not say that the Portpatrick Railway goes through the Champion Mine setts, and that Gatehouse station is close to the eastern boundary, Creetown station in the centre, and Palnure station within a few minutes walk of the western boundary, and the port of Creetown, Wigtown Bay, close at hand, thus offering every facility for transit of your ores and materials. In conclusion, I would remark that, considering the large extent of your mining field, almost undeveloped, and the number of veins contained therein, all producing mineral more or less, these junctions, and, more especially, their intersections, by which nearly all the explorations can be carried forward, whether driving or sinking upon the course of the vein, must be a great advantage where the workings can be brought to bear in opening and proving the veins; at the same time I would advise for a time to concentrate your efforts to two or three points with much vigour. The following seems to me the most likely—the Creetown Mine, including the new adit on Creetown vein.—Champion Mine: Drive deep adit towards No. 18 vein; sink the engine-shaft, and drive the 10 fm. level, also sink upon No. 8 vein; and lastly, to take up or drive the deep and upper adit levels, if not both, drive the deep adit. These points are deserving a spirited trial, and from what can now be seen, good results we hope will follow. There are other points also worth noticing, which can be taken up subsequently. JOSIAH REMFRY.

FORM OF APPLICATION FOR SHARES.

To the Directors of the Champion Silver-Lead and Copper Mining Company (Limited).

Having paid to the credit of your company with the Carlisle City and District Banking Company the sum of £ , being a deposit of £1 per share, I request that you will allot me shares of £10 each on the terms of the prospectus; and I hereby agree to accept the said shares or any smaller number that you may allot to me. Name in full .....
Date ..... Address in full .....

BANKERS' RECEIPT.

Received the , 1870, on account of the Champion Silver-Lead and Copper Mining Company (Limited), from the sum of £ , being the deposit made in accordance with the terms of the prospectus on an application for an allotment of shares in the undertaking.
£..... For the Carlisle City and District Banking Company.

NEW WHEAL LOVELL.—At an adjourned meeting of the shareholders held on the mine this 19th day of October, 1870,

RICHARD DAVEY, Esq., in the chair,

It appeared that the cost-book and other books, bills, and vouchers had not been produced at the former meeting, and the cost-book only is produced this day.

It was resolved,—That Mr. Charles Bawden be discharged from the office of purser; and that a committee be appointed to investigate the accounts, and to take such steps as they may consider necessary to compel Mr. Bawden to produce the books and papers belonging to the mine, and to pay the balance or any monies in his hands; the committee to consist of the following gentlemen, viz.—R. Davey, Esq., J. Kendall, Esq., T. P. Tyacke, Esq., C. L. F. Daniell, Esq., Mr. R. H. Cade, and Mr. John Toy.

That Mr. R. H. Cross be appointed clerk of the mine, at a salary of 6l. 6s. per month, and that he daily attend the mine and discharge the duties of purser until one is appointed.

That Mr. Bawden be requested to send all books and papers to the mine on or before the 26th instant.

That the late circular, stating that the accounts had been passed, was incorrect, and that the same await the investigation of the committee.

That the call of 2s. 6d. per share, made at the last meeting, be confirmed, and be paid, with all arrears, into the Union Bank, Helston.

That the appointment of Captain J. Priske, at the last meeting, as manager of the mine, be confirmed.

That this meeting be adjourned until the 16th day of November, to receive the report of the committee.

That the best thanks of the meeting be offered to the Chairman for his admirable conduct in the chair.

Present— RICHARD DAVEY—CHAIRMAN.

John Kendall,	P. Grenfell Hill,	Thomas Bosanko,
F. Hill,	T. Edward Lanyon,	H. D. Grey,
W. Lanyon,	John Pearce,	John Toy,
C. Carkeek,	T. P. Tyacke,	W. Downing,
R. Cade,	W. K. Stephens,	Simon Roberts.
	R. H. Cade,	
By proxy—		
F. J. Wood,	Edward Smith,	C. J. Browne,
Richard Jewell,	Charles Wm. Bird,	Henry Abraham,
E. J. Anthony,	Edward Cooke,	John J. Johns,
George Smith,	J. Ismay Atkinson,	John A. Frizzell,
R. J. Dale,	Frederick Creak,	T. H. Wilson,
C. L. F. Daniell,	William Gillow,	O. Bowker,
J. M. Martyn,	James Pope,	Frederick Hogben,
John Hughes,	F. John,	Charles Tanant,
Samuel A. Jefferys,	William Tresidder,	Broughton Kingdon,
Frederick Bread,	Edwin Day,	Alfred Pulham,
Alexander Furguson,	Samuel Jose,	Richard Munday,
George Nilson Baker,	W. Horton Davey,	Frederick J. Griffiths,
Dixon Losh,	William Gundry,	Edward Furley,
George Peacock,	C. G. Percival,	Thomas Hamilton,
R. Perrott,	Jane A. Taylor,	Wm. Arthur.
John Little,		

New Wheal Lovell, Oct. 26.—The lode in the 50 fm. level, east of cross-course, is 3 ft. wide, worth £20 per fm. The lode in the stope in the back of the above level is 2 ft. wide, worth £12 per fm. The lode in the 40 fm. level, east of cross-course, is 2 ft. wide, worth £8 per fm. The lode in No. 1 stope, in back of this level, is 4 ft. wide, worth £25 per fm. The lode in No. 2 stope is 3 ft. wide, worth 15l. per fm. The lode in winze, sinking below the 40, east of cross-course, is 18 in. wide, worth £30 per fm. The lode in the 30, east of cross-course, is completed to be worth £9 per fm. The new air-shaft, east of the cross-course, is completed to the 30 fm. level, which has ventilated the mine thoroughly, and will greatly facilitate the discharge of our tinstuff. The lode in the 20, west of Hill's engine-shaft, is 18 in. wide, worth £6 per fm., driving at 30s. The lode in the 40 fm. level, east of shaft, is 3 ft. wide, producing saving work for the stamps, and improving. —Colonel's: The lode in the 40 fm. level, east of shaft, is 18 in. wide, worth £8 per fm. The lode in the 20 fm. level, west of shaft, is 18 in. wide, and £10 per fm. Our tribute-pitches are producing their usual quantity of tin, and the mine throughout is opening out very well. Our new stamps is in full course of working, which will enable us to increase our returns considerably.

JOSEPH PRISK, Manager.

Vannin Silver-Lead Mining Company

(LIMITED), ISLE OF MAN.

Capital £15,000, in 15,000 Shares of £1 Each.

Deposit 2s. 6d. per shar on application, and 5s. on allotment.
Calls not to exceed 2s. 6d. per share, nor to be made at intervals of less than three months.

PROVISIONAL DIRECTORS.

ALURED DUMBELL, Esq., Ramsey.
Capt. RICHARD ROWE, Manager, Great Laxey Mines.
ROBERT ARCHER, Esq., Douglas.
WILLIAM CLAGUE, Esq., Port Mahon, Sheffield.

BANKERS—Messrs. DUMBELL, SON, AND HOWARD, Isle of Man.
SECRETARY (pro tem.)—CHARLES B. NELSON, Esq., Advocate, Ramsey.
MANAGER—Captain W. H. ROWE.

OFFICES,—1, ALBERT STREET, RAMSEY, ISLE OF MAN.
ABCHURCH CHAMBERS, ABCHURCH YARD, LONDON, E.C.

This company is formed for the purpose of laying open and working, by means of adit or day levels, the Great Laxey and other lead-bearing lodes, which have recently been discovered crossing the Lezayre Hills, near Ramsey, Isle of Man, showing good ore at surface.

The sett, which contains about 500 acres of ground, held under the Crown at a royalty of one-twelfth, is situated to the west of Glenauldin, on the direct line of the Great Laxey and Great North Laxey lodes.

For several years past the whole extent of ground between the Glenauldin and Salby Rivers has undergone a careful series of trials, which have resulted in the discovery of several rich-looking lead lodes, the most important of which—called the Centre lode—has been proved by careful and independent diallings by Captain W. H. Rowe and the men employed on the Ordnance Survey, to be the continuation of the Great Laxey Lode, which is at present producing a profit of £30,000 a-year, equal to 5l per cent. per annum on the capital.

In this sett the lode possesses all the most important features which distinguish it at Laxey, such as bearing, dip, composition, and position relative to sea-level, and especially in the fact of its being intersected both vertically and horizontally by several large lead-bearing cross veins of the most favourable character for the production of heavy deposits of ore.

A strong elvan course runs through the sett, and, crossing the Laxey lode at its point of junction with the other lodes, forms a rare combination, which practical miners consider is certain to result in the formation of large bodies of ore.

Taking into account the highly important facts of the level of the proposed deep adit being about the same as the adit at Great Laxey, and the deepest workings at Great North Laxey, and that splendid samples of lead ore are at present to be seen at the surface, the opinion entertained by experienced miners who have seen the ground that a valuable paying mine will be developed by a trifling outlay is fully justified, and almost certain of being realised.

The conformation of the ground is especially favourable for mining purposes, being traversed by a deep ravine (called Cartwright's Glen), from which adit or day levels can be driven to cut the lodes at the depth of about 40 fathoms.

A never-failing supply of water is available at all times for ore dressing and other purposes, and there is a good road leading from the mine to Ramsey, which is about two miles distant.

The property has been secured to the company for the sum of £4000, one-half of which will be taken in paid-up shares, and the remainder in cash.

Attention is requested to the annexed reports of Captain Absalom Francis and Capt. W. H. Rowe, and to the maps accompanying the prospectus, particularly to the section showing the relative levels of Great Laxey, Great North Laxey, and Vannin Mines.

No better corroborative evidence of the sound and *bona fide* character of the undertaking can be adduced than the fact of the manager of the Great Laxey Mines having joined the board of directors. Practical miners of the district have long entertained a very high opinion of the property, and it is confidently believed to be the best investment ever submitted to the public in connection with mining in the Isle of Man.

Every information can be obtained at the office of the company, where specimens of the ore may be seen.

REPORT OF CAPTAIN ABSALOM FRANCIS.

I have much pleasure in giving my opinion of the mine, and particularly so as I am enabled to speak of it in the highest terms. I was especially struck with the highly mineralised character of the rocks, and their bearing upon the numerous lodes which traverse the property, and, without going into the matter particularly, I may say I consider them faultless. Another very important feature is the masterly appearance of the three north and south lodes pointed out to me, but especially the centre one, being a powerful lead lode, in which I saw some beautiful specimens of ore. The western or Kelly's lode dips eastward; the lead lode is nearly vertical; but the flookan, the most eastern of the three, dips west, so that a glance at the section will show that they intersect each other in depth, which circumstance is most favourable for mineral deposits. The distance between the flookan and lead lode is about 22 fms., and from the latter to Kelly's about 58 fms. on the line of the river. There is also a distinct channel of rocks of an elvany character in the property, which runs nearly east and west, and, consequently, intersects the before-mentioned lodes at nearly right angles—which fact, in connection with the other favourable indications mentioned, stamps it as a mine of great promise.

REPORT OF CAPTAIN W. H. ROWE.

For many years I have entertained a very high opinion of the tract of ground lying to the north-west of Glenauldin, comprising part of the Lezayre Hills, and now known as the Vannin Mining Sett. This opinion, I am glad to say, has been justified by the discovery—after a careful series of trials—of the Great Laxey lode (which passes through the sett, and shows rich specimens of lead ore and gossan at the surface), together with numerous other lead-bearing lodes and cross-veins, in contact with a highly congenial "elvany" course of rock, which in itself contains veins and branches of lead, blende, iron, pyrites, &c. The whole group of lodes can be most advantageously worked by a deep adit driven from the ravine at Cartwright's, where, from the abrupt and precipitous nature of the ground, a cover of 40 fathoms will be obtained on the Great Laxey lode by a driving of less than 60 fathoms; while a little to the north the adit will attain a depth of over 60 fathoms. Another feature of considerable moment in this district is, that the adit will command all the lodes at good settled depth as regards sea level. A glance at the accompanying section of the ground from Great Laxey will explain the importance of this. There are at least four well-defined lodes crossing the Glen, including the Great Laxey, which a close examination will show possesses here almost the exact characteristics as at Laxey; indeed, the geological features in many respects I consider superior; and what is a most unusual, as well as highly favourable, feature is the fact of the lodes forming junctions in depth as well as horizontally. Taking all the facts into consideration, I have no hesitation in saying that, in my opinion, the Vannin Mine will turn out a first-class investment. The indications are all that practical men can desire, the lodes, the rock, and the junctions being, in plain words, of the right sort for the production of a really good and permanent mine. Some of the oldest miners of the district have always considered there was something good to be found at Cartwright's; and the present discovery of what undoubtedly is the continuation of Great Laxey lode, yielding such fine samples of gossan and lead ore at surface, ensures a valuable mining property, which can be both quickly developed and cheaply worked.

Applications for shares to be addressed to the Directors of the Vannin Mining Company (Limited), 1, Albert-street, Ramsey, Isle of Man.

FORM OF APPLICATION FOR SHARES.

(To be retained by the bankers.)

To the Directors of the Vannin Mining Company (Limited).

GENTLEMEN,—Having paid to your bankers the sum of , being a deposit of 2s. 6d. per share on shares in the above company, I hereby request that you will allot me that number, and I agree to accept such shares or any less number you may allot to me, and to pay the sum of 5s. per share on allotment; and I agree to the Articles of Association of the company, and authorise you to insert my name on the Register of Members for the number of shares allotted to me.

Usual signature .....
Name in full .....
Residence .....
Date..... Profession .....

The King Silver and Copper Mining

COMPANY (LIMITED).

Capital £20,000, in 20,000 Shares of £1 Each.

Payments 2s. 6d. per share every three months.
The directors to be chosen at the first general meeting of shareholders.

BANKERS—WEST OF ENGLAND AND SOUTH WALES DISTRICT BANK, Tavistock.
SOLICITORS—Messrs. LUXTON AND SON, Tavistock.
SECRETARY—Mr. THOMAS J. BARNARD, Tamar House, near Tavistock.

This property adjoins the far-famed Queen Silver and Copper Mine, which has accomplished the almost unprecedented achievement of declaring and paying a dividend before the short space of time has permitted the erection of an engine for its effectual development. No further introduction is given, no further credentials are necessary, and with simply the full and detailed report from the agent, Capt. W. Knott, of the Queen Mine, the King is placed before the world.

REPORT.

The King Silver and Copper Mine, Sept. 1.—This mine is situated in the parish of Calstock, county of Cornwall, and is of moderate extent on the course of the lodes, being about 400 fms. in length, and the same in width, and is bounded by and adjoins the following dividend-paying and thriving mines—on the east by the Wheal Arthur, on the north by the Prince of Wales, and on the west by the Queen Silver and Copper Mine. The sett embraces five known east and west lodes, and several cross-courses, or north and south lodes. An adit has been taken up by the ancients about the middle part of the sett in a north and south direction, and driven north about 200 fms., in which drivage the five lodes referred to are laid open at a depth of from 16 fms. to 40 fms. These lodes, commencing with the most southern, I shall call respectively Nos. 1, 2, 3, 4, and 5. No. 1: This lode is seen about 16 fms. deep, and is 2½ ft. wide, underlying south 3½ ft. in 1 fathom, composed of flookan, quartz, and prian, interspersed with mundic and good quality copper ore, but no opening made on the same beyond the cross-course driven through it.—No. 2: This lode is about 50 fathoms north of the latter, varying in width from 1 ft. to 5 ft., underlying north 2 ft. in 1 fm., composed of peach, prian, quartz, and capel, highly charged with arsenic and copper of good quality, which same lode about and above the adit, or 24 fms. from surface, has been worked the last three years by parties at a fair profit, and is now being more effectually developed by the Queen Silver and Copper Mining Company (Limited), which company has sunk a shaft on the course of the lode about 10 fms. below the adit, or 24 fm. level, and which shaft has been sunk through a lode varying in quality from £10 to £25 per fathom.—No. 3: This lode is parallel to the two former, and is 30 fms. north of the latter, underlying south, and will form a junction with No. 2 lode at about 40 fathoms deep. This lode is from 2 ft. to 4 ft. wide, composed of flookan, prian, quartz, and carbonate of iron, interspersed with mundic and copper, with occasional stones of lead and silver, and from which same lode immense quantities of silver-lead and rich silver and copper ore have been raised in the East Cornwall Mines, further west. I should observe that the three lodes referred to above are parallel, and bear about 10° north of west.—Nos. 4 and 5: These two lodes bear about 2° north of west and south of east; consequently, at or about the centre of the sett on the east and west course, are in close proximity to No. 3 lode. Nos. 4 and 5 lodes are running side by side, or one on the other, as seen in the adit and the workings about and above the same, the under lode being from 1½ ft. to 2 ft. wide, composed of flookan, prian, and carbonate of iron, interspersed with lead and rich stones of silver ore. This is the same lode which produced such large quantities of silver in the Old Wheal Duchy, Wheal Brothers, and Silver Valley Mines, to the west of and adjoining the Queen Mine, which is now producing such rich silver ore, and giving, and promising to continue to give, her fortunate shareholders handsome profits—the upper or copper lode being a strong, masterly, and highly-mineralised one, from 5 ft. to 7 ft. wide, and in places 10 ft. to 12 ft. wide, composed of peach, prian, and quartz, highly charged with sulphur, arsenic, and copper ores, and on which profitable operations have been carried on by working the same on tribute for the last twelve or fifteen years about and above the adit, but nothing done below that level, which adit level and the necessary shafts have been driven and sunk at many thousands of pounds cost, and is so much necessary work done in favour of any company for the future working of the mine; and, from the nature of the strata in which these lodes are embedded, their position and direction as it respects the granite formation of Kit Hill and Hingston Down, all tend to assure the practical miner of their continued and increased productiveness if developed to a greater depth. I think I have before mentioned to you in conversation, and I now repeat it in writing, that some years since I partially inspected the shallow adit east of Combe Valley in this sett, and broke therefrom a stone of several pounds weight, and the result was, when the whole of the stone was broken down and pulverised, 700 ozs. to 800 ozs. of fine silver to the ton. This sett is particularly well adapted for the amalgamation process (the same as is to be brought into action in the Queen Mine as soon as the steam-engine is erected, and provides the necessary motive power), as, from the numerous assays I have made, I am positive that thousands of tons of stuff could readily be obtained to yield from 8 ozs. to 15 ozs. of silver to the ton, and the prospects for rich deposits of silver and copper are great. In conclusion, I do not hesitate in giving you my honest opinion, based upon practical observations and knowledge, added to the assistance of the laboratory, that you have in this property, if worked spiritedly and judiciously, one of the best mining properties in England; and a great, speedy, and lasting success is, in my mind, quite certain. WILLIAM KNOTT.

The proprietors of the mine dispose of the property for 15,000 fully paid-up shares, no cash whatever, and the remaining 5000 shares have been applied for privately before the prospectus could be printed and the company registered.

The above report is from the pen of one of England's most practical miners, and the thorough genuineness and capabilities of the writer as a silver and copper miner and assayer are universally acknowledged; therefore, with assurances of success, go forth to the discriminating public thou "King," and rival thy neighbour, the "Queen."

WATSON BROTHERS,
MINING AGENTS, STOCK AND SHARE DEALERS, &c.
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

SATURDAY.—Market very quiet to-day. East Lovell, South Condurrow, Taquaril, and Don Pedro weaker; Great Laxey, Grenville, Devon Consols, and Tankerville firm at quotations. East Lovell, 27 to 28; South Condurrow, 2⅝ to 3; Taquaril, 47s. to 49s.; Don Pedro, 2¾ to 3; Great Laxey, 17¾ to 18; Grenville, 34s. to 36s.; Devon Consols, 95 to 105; Tankerville, 14¼ to 15; Perran Wheal Virgin, 2 to 2¼; West Chiverton, 53½ to 54; Great Vor, 7¼ to 7⅝; Marke Valley, 6¼ to 6⅝; Drake Walls, 21s. to 23s.

MONDAY.—There is a good demand for Grenville shares, at an advance; South Condurrow shares are also firmer. East Lovell shares are again flatter. Grenville, 1¾ to 2; South Condurrow, 2⅞ to 3⅛; East Lovell, 26 to 27; South Frances, 32½ to 33; Providence, 37⅛ to 39; Seton, 34 to 36; Great Vor, 7 to 7⅛; East Grenville, 2⅝ to 2⅝; West Maria, 1⅛ to 1⅜; Parys Mountain, 3¾ to 4; Taquaril, 48s. to 50s.; Don Pedro, 2⅞ to 3⅛; Australian United, 9s. to 11s.

TUESDAY.—There is a moderate amount of business doing to-day, and the market generally is firm. Great Laxey, 18 to 18¼; West Chiverton, 53⅛ to 54; Grenville, 35s. to 37s. 6d.; West Frances, 32½ to 33; South Frances, 31 to 33; Tankerville, 14¼ to 14⅜; Great Vor, 7¼ to 7⅜; East Lovell, 26 to 27; East Condurrow, 2⅞ to 3⅛; Drake Walls, 21s. to 23s.; Kitty (St. Agnes), 8 to 8⅛; South Frances, 31 to 33; Taquaril, 47s. 6d. to 50s.; Don Pedro, 3 to 3¼.

WEDNESDAY.—There is a fair demand to-day for Great Laxey shares, at 18 to 18¼; East Lovell shares 27 to 28, and close 26 to 27. South Carn Brea, 15s. to 25s.; Kitty (St. Agnes), 8 to 8⅛; Great Vor, 7¼ to 7⅜; Taquaril, 48s. to 50s.; West Frances, 31 to 34; Tankerville, 14¼ to 15; Wheal Grenville, 35s. to 40s.; Chiverton Moor, 3 to 3⅛; Parys Mountain, 3¾ to 4; South Condurrow shares opened 2⅞ to 3⅛, and leave off 3 to 3⅛, and firm; South Frances, 31 to 33; West Maria, 30s. to 32s.; West Chiverton, 53½ to 54.

THURSDAY.—Market rather quiet, the dealers being principally engaged with the settlement. East Lovells have again receded. Taquarils firm at quotations. East Lovell, 24½ to 25½; Taquaril, 49s. to 51s.; West Frances, 31 to 33; West Chiverton, 53 to 54; Providence, 38 to 39; South Condurrow, 2⅞ to 3⅛; Grenville, 32s. 6d. to 37s. 6d.; Wheal Kitty (St. Agnes), 8½ to 9; Great Laxey, 18 to 19; Great Vor, 7⅛ to 8; Tankerville, 14¼ to 14⅜; Prince of Wales, 10s. to 12s.; Drake Walls, 21s. to 23s.; Don Pedro, 2¾ to 3; Australian United, 9s. to 11s.; Pacific, 1⅛ to 1⅜.

FRIDAY.—Settling day. Market moderately active. East Lovell, Van Consols, Taquaril, Prince of Wales, Providence, West Chiverton, and Tankerville chiefly dealt in. East Lovell, 24 to 25; Van Consols, 1⅞ to 2⅛; Taquaril, 49s. to 51s.; Prince of Wales, 11s. to 13s.; Providence, 38 to 40; West Chiverton, 53 to 54; Tankerville, 14¼ to 14⅜; Grenville, 35s. to 40s.; Great Vor, 7¼ to 7⅜; South Condurrow, 2⅞ to 3⅛; Parys Mountain, 3⅞ to 4⅛; Perran Wheal Virgin, 2 to 2¼; West Frances, 31 to 33; Wheal Agar, 1⅞ to 2.

QUICKSILVER.—The present price of quicksilver is 8*l.* 18s. per bottle of 75 lbs. subject, however, to a discount of 3 per cent. This is the ordinary market price, and is also the price at which Messrs. Rothschild and Co. sell.

FIRE-PLACES.—Messrs. J. M. STANLEY and W. ATKINS, Sheffield, use the front part of the boiler tube or tubes for the fire-place, but in lieu of the ordinary fire-bars they introduce along the bottom of this portion of the boiler flue, or flues, a metal tube or tubes perforated at the top and sides, as may be required. This tube may be either of a circular, elliptical, or any other suitable shape in section, according to the size or form of fire-place, and may be either in one or more pieces.

Meetings of Mining Companies.

THE POLBREEN MINING COMPANY.

A general meeting of shareholders was held at the account-house on the mine, St. Agnes, on Oct. 22,

Mr. Y. CHRISTIAN in the chair.

The notice convening the meeting having been read, and the minutes of the last confirmed, the statement of accounts was submitted, showing a total expenditure for wages and materials during the four months, to the end of August, of 1267*l.* 8s. 3d., which sum included the purchase of a new engine for the stamps, at a cost of 250*l.* There remained a credit balance in favour of the mine of 43*l.* 3s. 8d.

The following report from Capt. John Nancarrow, the manager and mining engineer, was then read:—

Oct. 22.—On this the third occasion of my presenting you a report, I am sure it will be satisfactory to you that I should review the entire progress of our operations for the 13 months which have elapsed since our work began. I believe there are very few mines in the county that could offer a narrative of similar development in so short a time past, and of so much hope for the future. Surface work had first to be attended to. This included the repair of existing buildings, and the erection of new ones; the repair and re-erection of the pumping-engine, with boiler and all other appliances; the preparing and fixing of suitable pitwork; the constructing reservoirs, and making floors, &c. Then we had a great deal more to do underground than could have been foreseen or reasonably calculated on, for the adits, shafts, and levels were filled with stuff in a way that I never before met with during an experience of 47 years, and they have been cleared only at an immense amount of labour and expense. The result, however, of this clearing has been the laying open of the following lodes:—

DORCAS LODE.—The 12 fm. level is being driven east of Christian's shaft by four men: this driving has yielded rich tinstuff; the lode in the end is improving, and likely to pay well. There is a pitch in this level, near Chew's shaft, where there is a rich leader of tin. The 22 fm. level is being driven west of Chew's shaft by two men. A pile of tinstuff from this end has been sampled already, and we expect further improvement. There is a pitch near this end that has already yielded about 1½ ton of tin. There are also other pitches in this level, about Christian's and towards Thorpe's shaft, where the men are getting fair wages. The 32 fm. level is partially cleared. We are stoping ground to let down the water eastward, and expect soon to have tin ground available.

TREGAY'S LODE.—There is a pitch at the back of the 12 which has improved, and is being worked on less tribute than when it commenced. There are three pitches in bottom of this level, where the lode has a good, strong, permanent appearance, and well repays the working. A winze is being sunk below one of these pitches, in which is a good lode of tin. This run of tin has been worked down from surface, and is likely to continue. The 22 fm. level is being driven west by four men; the part of the lode carried is not large, but occasionally very rich. The principal part of the lode, however, is, we think, yet to the south, and will soon be proved by the winze before mentioned. There is a cross-cut driven north at the 32 fm. level, 45 fms. east of Christian's shaft, in which we have recently discovered a good lode of tin, that from its position and direction is evidently a continuation of Tregay's lode. This is a most important discovery, as it is all in whole ground, and should it continue as it now is would be a good mine of itself. We shall drive towards this lode at the 22, where it may be reached in 12 fms., and valuable tin ground will then be opened up. There is a flat lode, north of Tregay's, which has been profitably worked at the 12 fm. level, and presents so very promising an appearance that tributers intend working it again. There are two other lodes still further north in the 32 fm. level cross-cut that are scarcely worked at all, but well deserve a trial, for though very little has been done tin has been raised from one of them.

The accumulation of tinstuff on the floors rendering a stamps indispensable, we have purchased a 24-in. cylinder engine, for the two-fold purpose of winding and stamping, which is now being brought to the mine. Buildings are being erected, for this engine and stamps, and when they are completed and the dressing-floors laid out regular returns of tin will be made, not only from the lodes, but from stuff already broken lying in the stulls underground. The clearing of the mine below the adit did not commence till February; very little work could be done on the lodes till a latter period, and some of the places above referred to have only been recently cleared so as to be worked upon. Most of our labour, then, has been devoted to what might in strictness be termed works of preparation; but when I add that even so we have about 75*l.* worth of tin already broken, the adventurers will be able to form an opinion of what they may expect when we get fairly to work. Some weeks may be required to set up the engine and get the stamps in action, and we shall then have to make our dressing and winding apparatus complete. But this outlay will only be adding to the plant, and consequently to the property of the adventurers. What we have now on the mine, in the shape of buildings, machinery, and materials, may be valued at 1100*l.* Appearances within the mine are good, and exceed my expectations. I see no reason to doubt of Polbreen being self-supporting as soon as the stamps and dressing apparatus are complete; and from the manner in which it has opened up, and the prospects now presented, I feel confident that Polbreen will yield the adventurers handsome returns at an early date.—JOHN NANCARROW.

Mr. CHRISTIAN said it was with a feeling of great satisfaction that he addressed the shareholders on that occasion. Those who had any experience in mining matters knew how often the calculations of practical skill and scientific theory were defeated in their application by some unforeseen freak of Nature, which it was impossible to anticipate. The parish of St. Agnes, it was true, had been so thoroughly examined by the eyes and hands of successive generations that they could pretty well vouch they should meet no other impediment at Polbreen than the wreck and fragments left by former holders of the mine. How much had been done, and how successfully, they had not only heard from Capt. Nancarrow's report, but those whom he was addressing had had the opportunity of verifying the facts, and of beholding in their buildings, in the machinery within them, and, best of all, in the heaps of ore they had waiting for their stamps, how hard they had worked, and what motives there were for not slackening their exertions for an instant. (Hear, hear.) He would confess he should have been glad to have brought Polbreen to dividend without requiring any further assistance from the adventurers; and, from the valuable discovery made in the 32 cross-cut in July last, he had entertained the hope of being able to boast that they had effected that triumphant result—a result that scarcely half-a-dozen mines in the county could enter in their records. One thing he had resolved on from the first—that as long as he had a voice in the management of Polbreen the mine should never run its shareholders into debt. If their money was expended he was determined the shareholders should know the fact, and have the benefit of the Cost-book System by themselves fixing the amount of their liability, and not having it fixed for them by others, in the shape of debts already incurred, that would have to be discharged, whatever the sum. It was found, however, that so much had to be done in clearing and opening out towards the discovery that, both for the sake of the shareholders and the protection of the health and limbs of their miners, it would be wise to proceed slowly and carefully. Men could not work without a due supply of fresh air. Good ventilation and safety from stuff falling from the roof of the level were the right of the men, and would, he was sure, be imperatively demanded by the highly respectable shareholders represented by that meeting. (Hear, hear.) All that had been done. They had stores of tin in the mine, and no slight quantity lying at surface waiting for the stamps. More than that, he had the happiness of informing them that since the report was written Capt. Nancarrow had found himself in a position to give them an estimate of what their new discovery would produce. Old miners in their employ, and who knew the quality of Polbreen tin, and the direction of their lodes, insisted that the new lode would prove worth 100*l.* per fathom. Capt. Nancarrow, with his usual moderation, set it down at about half that—more than enough to guarantee ample dividends. (Hear, hear.) The purchase of a second engine and a stamps would have been premature until the mine had been developed to an extent that they could be sure of having ore to keep them constantly in action, for as they were well aware nothing was so injurious to machinery as idleness. They were now, however, thoroughly certain that their stamps need never be inactive. He had always said, upon the authority of Captain Nancarrow, that they would have ore enough at hand to pay for both the engine and the stamps as soon as they could be put to work. The call, however, that would be proposed would make that ore the property of the shareholders, without charge or drawback upon it. The call was, in reality, no more than an advance from the shareholders, in order to bring the first dividend home months and months earlier than it would otherwise come. The price of tin, too, should act as a spur to their movements. Many persons were, not unnaturally, timorous as to the effect of the war upon the price of the article the Polbreen shareholders would have for sale at an early date. One thing, however, soon became evident, and that was, that greatly as every other kind of share security was depreciated by the war panic the shares in English mines were unaffected. Stagnation there undoubtedly was, but not depreciation, whilst the actual fall in other securities was to be reckoned by millions—a circumstance that investors of moderate capital would do well to bear in mind. As regards the price of tin itself, they were compelled to look anxiously to the great sale in Holland, early in the month, for the test of their position and prospects. The interests of the tin miner came brighter than ever out of the trial. The Dutch sale established a rise of full 5*l.* to 7*l.*, and might be held to have settled two very important points in their favour—one, a very remunerative price for a very considerable time to come; the other, that the war had no tendency towards a downward rate, as far as tin was concerned. The standard for tin ore was 102s. to 105s. in January last; it was now 118s. to 121s., or 16*l.* per ton higher. Were they to let that opportunity slip? He was sure they would agree with him that it would be far better for the shareholders to secure that rate for their tin by submitting to a call of a few shillings per share than to find that at the very juncture when they went into the market some caprice of fortune had lowered the value of their lot of tin by hundreds of pounds. (Hear, hear.) The report that had been read enabled them to judge for themselves; but it did seem to him (the Chairman) that the present was the only call Polbreen was likely to make, other than a call to the bankers to receive a dividend. There were some people, as he had occasion to know, who would not admit there were thorns about the rose. They put their money into a mine as into a lucky-bag, out of which they expected to draw a prize the next moment. But mining was a work of labour, a work of science, and, above all, a work of patience. He (the Chairman) could guarantee, and those present could also guarantee, that the labour and the science they already had at Polbreen, and they should require far less patience than of either of the other qualities. He looked forward not with hope, but with conviction, that 1871 would very early lay a dividend at the feet of the Polbreen shareholders. Their dividends would be regular and augmenting, and the adventurers would find that every four months not only would they be in receipt of an enviable interest on their investment, but that the value of their shares was increasing at the rate of 15 to 20, and then to 25 per cent. (Hear, hear.) At an early period, too, he (the Chairman) would have the pleasure of introducing to them a sister mine—sister alike in locality and quality, and sister, too in the kindly return she would make to those who sought to win her favour. He could not close his remarks without expressing the deep sense he entertained of the energy and integrity with which their concerns had been managed by Capt. Nancarrow. The thorough reliability the shareholders could place in him they would have

repeated opportunities of knowing, and hereafter they would be as ready to admit, as he was, that his activity on the work underground was as extraordinary as the moderation of his promises for what might be expected from it. The ore they would have would prove the one; the dividends they would receive would show how careful their manager was that his deeds should always exceed his promises. (Hear, hear.)

The report having been adopted, on the resolution that a call of 15s. per share should be made, payable by Nov. 5, a SHAREHOLDER suggested whether it might not be advisable rather to make a call of only 10s. per share now, even if it were followed by a second call of a similar amount at the next account-day. He would ask Capt. Nancarrow what object would be gained by the larger sum, and whether it was his opinion that a 15s. call would be sufficient to do all that would be required?——Capt. NANCARROW replied that it was a point of the utmost consequence to get their stamps in action at the earliest possible moment, such was the quantity of tin now waiting, and so much more would be waiting from the rich lode lately discovered; and from the extraordinary resources that Polbreen had exhibited even within the last few days there could be no reason to apprehend that a second call would be necessary if the sum that would be raised by a 15s. call could be applied to the machinery and development of the mine during the present year. Arrangements would then be made for working night and day whenever the weather permitted. The mine was nearer dividend-paying than could be supposed, considering that it had hardly been at work eight months.——The SHAREHOLDER expressed himself satisfied with this explanation, and the resolution for the call was unanimously agreed to.

On the re-election of the committee of management, Mr. G. THORPE, one of their number, said he would confess that, until he was induced to take an interest in Polbreen, he had paid very little attention to mining matters, and, therefore, it was with some degree of diffidence that he ventured to express his thorough satisfaction with what he had seen and heard that day. But that was not the first occasion of his visiting Polbreen; and as a man of business it was impossible for him not to be struck with the evidence of orderly progress he had witnessed in all parts of the property. He could everywhere see symptoms of activity and economy, that convinced him Polbreen was thoroughly busy and thoroughly prosperous. He quite agreed with the Chairman that the call they had made was simply an advance to bring the mine to dividend the sooner. It was not made to remedy disaster, or to make a desperate effort to retrieve losses. Their object must be to push on with energy to the complete success that lay within their view. He cordially joined with the justly-deserved praise already tendered to Captain Nancarrow, and as one used to figures, he would add his sincere commendation of the way in which the books were kept. Everything was clear and straightforward, and every detail of the expenditure could be ascertained at a minute's notice. Good book-keeping was a great element in profit, and he could congratulate his fellow-adventurers on the fact that Polbreen possessed that as well as every other qualification towards a profitable return for their capital. (Hear, hear.)

The meeting concluded with the usual vote of thanks to the Chairman.

ALMADA AND TIRITO CONSOLIDATED SILVER MINING COMPANY.

The first half-yearly general meeting of shareholders was held at the offices, Finsbury-circus, on Monday,

Mr. WALTER SHAIRP in the chair.

Mr. H. G. DENNISS (the secretary) read the notice convening the meeting. The report of the directors was submitted, as also the following report from Mr. Clemes:—

AFFAIRS GENERALLY FROM THE END OF MARCH, 1870.

At the time of my arrival (March 25) I found the Almada and Tirito Mines in the condition as represented in previously published reports, with this difference that the production in the latter had been reduced to 4 tons per diem; not from failure of productiveness, although the lode going south had been dislocated, but the system of stoping adopted. And in the former all working had been suspended through want of pumping gear for sinking Providencia shaft. We found no difficulty in at once doubling the production of Tirito, and since then have trebled it, having now 15 heads of stamps in constant operation, reducing per day 12 tons picked ore. (The ore is pulverised to pass through wire gauze of 4900 meshes to the square inch, hence the apparently small duty of the stamps.) The ley of the ore is from $50 to $60 per ton of 2000 lbs. Besides this class of ore, we temporarily reject a quantity of "mine smalls," which contain about $25 per ton. This we shall soon treat, and I hope with a fair margin of profit, the ore being very docile. The production also includes from 2 to 3 tons per month of *petanque*, or argentiferous copper ores, reserved for shipment, and containing silver about $400 per ton, and copper 30 to 40 per cent. The rate of yield thus indicated has given a profit of about $5000 per month, excluding expenditure on capital account, such as construction, &c. The returns so far have been derived solely from the Tirito Mine, none of the ore ground of the Almada Mines having been brought to bear. The principal operations have been as follows:—

In TIRITO.—Driving north and south on the course of the lode at the level of the tunnel; opening ground for stopes above that level; timbering and filling up the excavations with refuse from the ancient workings overhead, so as to avoid the necessity of leaving large pillars of valuable lode; sinking a winze or trial shaft below the tunnel, and more recently cutting ground for machinery preparatory to sinking a main shaft.

In PROVIDENCIA.—Driving south from the shaft into Tirito at water level to facilitate the work of sinking for communication with Tirito tunnel.

At SURFACE.—Erecting additional five heads of stamps, cutting space for others, building assay and retort-house, with the necessary furnaces; building dwelling-house for officials in an elevated position to escape the miasma which is found to exist lower down; building powder-house and cutting ground for patio extension, &c. In respect to the mining facilities of the locality, I find by my four months' experience of it that there is every prospect of being able to command an ample supply of labour for a large scale of working, although we have had some difficulty on this score to commence with. Miners earn $1 to $1½ per day; other labourers, 62½ cents. Wood for fuel is also to be had in ample quantity at $5 per cord of 128 cubic feet, but we shall have to cut four or five miles of wagon-road to keep the price within limits. Salt, of which about 5 per cent. is added to the pulverised ore for reduction, has been unusually high, $5 to $6 per fanega of 300 lbs., owing to the destruction of the salinas by floods last year, but we can see our way clearly to get the price down to $4 or even $3. You are aware that we use the patio process for the reduction of the silver. In the dry season we find the loss on ores assaying (say) $70 per ton to be 20 per cent.—that is, they yield about $56. But the percentage of loss necessarily varies with the quality, being less for richer ores of equal docility, and *vice versa*. The cost per ton for milling and beneficiating has been from $8 to $10. The whole question of reduction has my full attention, and I believe we shall secure results as satisfactory as can be hoped for. I refer to the cost for mining only to explain that any comparison at present made would convey a false impression. Mining cost per ton, which includes expense of supervision, watching, and a portion of the general establishment charges, is necessarily out of proportion at the commencement of operations, and while only a fractional part of the property has been developed.

PROSPECTS OF THE MINE.

TIRITO.—The lode, as will be seen marked on the plan, is from 15 to 21 feet wide. Driving south it was intersected by a fault, which for the present has terminated its productiveness in that direction. There are good reasons for further explorations here, but in my opinion the main ore deposits of the property lie from this point *north*. Driving north towards Providencia, at the time of my arrival, the lode was in full size and productiveness, affording every prospect of a steady increase of returns; but recently, as you have been informed, we have encountered a slide, which cuts obliquely through the lode. It proves to be large and hard. We had driven into it 25 feet before I left; probably by this time it has been cut through, and I have strong hopes that the water, which it has undoubtedly been the means of damming up in Providencia, may now drain off, and enable us to place the ore deposit of that mine more rapidly in course of working. The position in Tirito, therefore, is this:—The lode is proved to be productive for 240 feet in length, while in height we are bounded by the ancient workings, and they have been touched at points only 60 and 80 ft. above the bottom of the tunnel. We had worked away a considerable portion, and the area remaining at our disposal is comparatively limited (see section). It is, therefore, necessary, pending the laying open of Providencia ore ground, to sink below the tunnel with all dispatch; and, after full consideration of the circumstances of the case, I have concluded that it is better at once to erect a small pumping and winding-engine underground than to commence with horse-power. The lode, as seen in the bottom of the tunnel, is large and valuable—$300 to $400 per cubic fathom. The water, I believe, will not be much, but we cannot avoid pumping.

PROVIDENCIA.—In this pertenencia we have been driving south to form an easy exit for the water, so as to sink without the aid of expensive machinery, and by this time I hope everything is in course for sinking. If, as I think it very likely, the water has been tapped by cutting through the slide in Tirito tunnel, as already adverted to, the work will advance rapidly. The principal ore deposit of Providencia we believe to be directly under the shaft, and there may be another close under the slide. It will, probably, take 10 months to effect a direct communication between Providencia shaft and the tunnel; meanwhile we shall obtain some ore from the ground to be passed through, but I see no sufficient reason for expecting returns of consequence from this pertenencia within the half-yearly period now entered on.

MINA GRANDE.—In this section of the property we have not yet done any work except to fix ladders, &c., to make it accessible, in anticipation of driving in from Providencia; here we all believe the principal ore deposit is to be found, but to reach it we must either wait for the tunnel to be driven, or clear a new passage from the surface. It will still take about two years to extend the tunnel to the desired point, unless the ground becomes easier than we have had it so far, so that it may become sound policy to get down in advance of the tunnel. I would only defer a decision on the question until, having cut through the slide, we see the character of the ground, and whether the water drains off, meanwhile the Mina Grande deposit must lie intact.

REQUIREMENTS AT SURFACE.

To derive full advantage from our proximity to the coast for the transport of ores and supplies, we shall have to cut a road to join the present wagon-road to Ybarras or Ajiabampo, about nine miles in length, the greater portion requires only to be cleared of small timber, and I estimate the entire expense will amount to from $5000 to $6000. The roads from these places to Alamos do not touch into the mines, high ridges, impracticable for a wagon-road, intervening at the nearest points. We require also an engine for 30 stamps, 15 in addition to those now working, with two pans only to commence with. The cost will, probably, be $15,000 complete. We do not require these additional heads at the present moment, but it is time to get them ready. Also a winding and pumping engine for Tirito at a cost of about $7000. Our other requirements on capital account will be small, unless we have to sink in Mina Grande.

PROBABLE IMMEDIATE RESULTS.

From the description of Tirito, Providencia, and Mina Grande, it may readily be seen that for the current six months we shall probably have to depend solely on Tirito for returns, and owing to our position there, as explained, and the work to be done before bringing a new section of ore ground under command, I cannot fairly promise within the period named an increase upon the present rate of production, so that the results will be similar to those of the past four months. Should we soon cut ore under the slide, as is very probable, the case will be different. This estimate of results at the present time is no indication whatever of the capabilities of the mine when further developed. The present rate of extraction is insignificant compared with what we have every reason to expect, but the expenditure of time in laying open a property of this kind is unavoidable. Notwithstanding the intersection of the lode by the slides, my opinion of the mine generally is better now than before I commenced worked it.

San Francisco, Aug. 30. J. P. CLEMES.

The CHAIRMAN moved that the report be received and adopted. He stated that although this was the first half-yearly meeting of the company, the accounts did not embrace more than four months' operations; therefore, the results already realised could not fail to be regarded but as very satisfactory. The report received from Mr. Clemes pointed out one feature—that there was an ample supply of labour—the importance of which would be fully appreciated by everyone associated with foreign mines. Mr. Clemes says he finds by his four months' experience that there is every prospect of being able to command an ample supply of labour for a large scale of working. He (the Chairman) considered that the most satisfactory feature in Mr. Clemes' report, with the exception of the concluding part, wherein Mr. Clemes says that "the estimate of results at the present time is no indication whatever of the capabilities of the mine when further developed. The present rate of extraction is insignificant compared with what we have every reason to expect, but the expenditure of time in laying open a property of this kind is unavoidable. Notwithstanding the intersection of the lode by the slides, my opinion of the mine generally is better now than before I commenced working it." He (the Chairman) did not know that he need trouble the meeting with any further remarks, the report of Mr. Clemes being so completely exhaustive, but any question which shareholders might wish to put he should be glad to answer. He might add that the last accounts received from the mines were up to June 30; the ensuing advices having been forwarded to Mr. Clemes in California, who had gone there to purchase machinery, &c., and the steamer conveying them was unfortunately lost off Cape St. Lucas, but the duplicate letters would no doubt be received in due course. He then moved that the report and accounts be received and adopted.

Mr. HEATH seconded the proposition. He had nothing to add to the remarks of the Chairman, except to direct attention to the part that in sinking a winze in the Tirito tunnel the lode had been cut, proving it productive for 240 feet. By comparing the section with the ground plan it would be seen that the tunnel had been driven, and the winze sunk upon that lode, which Capt. Clemes reports to be giving 70 ozs. of silver to the ton of stuff. That would leave very little waste, which was, of course, a material consideration. As nearly the whole could be utilised, the same number of tons raised would yield nearly half as much again in the shape of returns. Mr. Petherick, who surveyed the property some time since, sees no reason to alter the favourable opinion he formed of it; on the contrary, Mr. Petherick now believes that this company possesses one of the richest mines in Mexico. Already they had realised exactly what was stated in the prospectus—that 10 tons would be stamped per day, that the ore would yield $50 to $60 per ton, and that the result would be a dividend of 10 per cent. per annum. (Hear, hear.) All he, in conclusion, could say was that he hoped before many months had passed additional stamping power would be required.

The motion adopting the report and accounts was then put and carried, and a resolution was passed authorising the payment of a dividend of 6d. per share on the fully paid-up and 3d. on the other shares of the company.

A special meeting was then held, when certain alterations were effected in the Articles of Association, consonant with the wish of the Committee of the Stock Exchange.

Upon the proposition of Mr. MORRISON, seconded by Mr. M'DOUGALL, a vote of thanks was passed to the Chairman and directors, which concluded the proceedings.

SCOTTISH AUSTRALIAN MINING COMPANY.

The half-yearly general meeting of shareholders was held at the London Tavern, yesterday,—Mr. A. W. YOUNG, M.P., in the chair.

Mr. GRAINGER (the secretary) read the advertisement convening the meeting.

The report was taken as read. It states that the sales of coal from the Lambton Colliery during the half-year amounted to 67,170 tons; the coal trade of the colony, while fairly active, did not reach the extent of that of the previous six months—this company's business, of course, shared in the reduced production. The action of the general superintendent in maintaining the price of coal at 8s. per ton during the early part of the half-year had tended to decrease the company's sales, but finding it necessary to meet the competition, the company's trade since March has gradually recovered itself, the sale in March being 8583 tons, and in July 14,100 tons. The net profit realised from the colliery during the half-year was 4004*l.*, the necessary disbursements for maintenance and renewal having been made. The general superintendent, who never was a party to the forcing down of coal to its present low sale price, will not fail to charge a higher price for the article as soon as such shall be established. In the meantime economies in working expenses continue to be effected by Mr. Croudace, the colliery viewer, which will materially assist this company in maintaining its position in the trade, and realising a fair profit upon its operations. At Stockton, during the half-year a pit, 81 ft. deep, has been successfully sunk through the quicksand, and now stands at the clay, ready to be carried down to the highly valuable coal seam, from 6¼ to 8 ft. thick, that has been proved by borings to exist at a depth of 235 ft. in this property, whenever it may appear to the directors desirable to do so. This property, consisting of 614 acres, is very favourably situated on the north side of the harbour of Newcastle. Only half a mile of railway will be required in order to carry the coal from the pit's mouth to vessels loading in deep water in the Hunter river. An opportunity for acquiring on favourable terms the interest (about ⅝ths) held by the company's co-proprietors in the Cadia properties having presented itself, the general superintendent took advantage of it, and concluded an additional arrangement, which the directors confirmed, for purchasing it for the sum of 2000*l.* Simultaneously with the conclusion of this purchase, an arrangement was made with Capt. Josiah Holman, by which he has taken a lease of the property until Sept. 30, 1871, for the purpose of further developing the metalliferous minerals and lodes therein; he paying a royalty to the company of one-tenth part of all copper ores, and one-twentieth part of all gold obtained from the property. Stamps are now being erected to crush the stone, and Capt. Holman considers that half an ounce of gold to the ton of stone, if obtained on a large scale, will be highly remunerative. Quartz reefs, in the neighbourhood and up to the boundaries of the Cadia properties, almost identical in character and composition with the reefs that traverse nearly the whole length of these properties, have recently been developed for gold, and proved to be very remunerative. The accounts show a balance of profit for the half-year ending June 30 of 4264*l.*, out of which a dividend is recommended at the rate of 6 per cent. per annum, free of income tax. This will absorb 3825*l.*

The CHAIRMAN, in moving the adoption of the report, stated that the position of the company's affairs did not now differ materially from what it was when he last had the pleasure of meeting the shareholders. They would see from the report that the directors were able to pay them a dividend at the rate of 6 per cent. per annum, free of income tax. He should mention that it had not been found necessary this half-year to write off so large a sum for wear and tear, &c., as had been done in the previous half-years, as the prudence and forethought which had been exercised by Mr. Morehead, in providing liberally then, had placed their rolling stock and other plant at such a price in the company's books as was well within its value. Ample provision had been made, however, in this respect on the present occasion, and no expense spared in maintaining the rolling stock, railway, plant, &c., in a high condition of efficiency. As regards the future, while not inclined to be sanguine, he entertained a confident feeling. Mr. Morehead was wisely refraining from entering into a combination for raising the price of coal to such a point as would give rise to the formation of new undertakings, and stimulate those which were now dormant into a state of activity. Mr. Morehead would be very glad to see a moderate rise in the price. He has his attention fully directed towards that important end, and will follow any movement which may be made in a natural and business-like way in that direction. The directors, looking to the permanent well being of the coal trade, think that a very high price would be more injurious than beneficial. The work they had done at Stockton was of a very important character. The position of that coal property was unique, and it was a most important advantage to the company to possess it. Whenever they thought it desirable they could open out there a most powerful colliery. The effort that was being made to turn the Cadia properties to account for copper and gold could not hurt the company, and might very considerably benefit it. He was not in a position to say more on the subject than was said in the report, but there could be no doubt that if Captain Holman should succeed in his efforts to develope a paying quartz reef it might be expected to influence very favourably the future of this company.

Various questions having been put to the Chairman by shareholders, and answered by him, the resolution adopting the report and confirming the dividend was unanimously passed. The remuneration to the auditors was voted, and the meeting terminated with a vote of thanks to the Chairman and directors.

MOLD MINES.—As the details of the annual general meeting were not sent in time for publication, and having been already forwarded to the shareholders, their publication in the Journal is rendered unnecessary. The following facts from reports prove the satisfactory progress these mines have made since their opening, especially from the time they were unwatered, in September last year. The managers state that from that time the lead ore returns have amounted to 4675*l.* 14s. 7d. to June 30 last, and all things considered for a commencement of regular ore raising in *nine months only* (since the mines were fairly forked), as much as might be expected, when more than two-thirds of the lead ore has been raised from old workings. They also state that the machinery, both underground and on the surface, is all in first-rate working order. The Alexandra engine has quite fulfilled their expectations, and since March last has only been working at an average of two to three strokes a minute. The men are doing their duty well, and share in the full conviction that the mines are only in their infancy.

Capt. Michell states that the lead ore sold, realising so large an amount (4675*l.* 14s. 7d.) in so short a time, *chiefly from old workings*, looks exceedingly well, and looks forward to great results from the eastern portion of the property, which is being opened with energy. Messrs. Dennis and Glennie reported that they liked these mines, and believe that eastward they must for masses of ore ground, mainly to the east of the engine-shaft. Push ward in this direction, and they have no doubt a profitable mine will be f Gwern-y-Mynydd should be deepened and thoroughly opened, which is the valuable part of the property. Put energy and capital in this direction, Mold will soon be able to rank amongst the best lead mines in Wales. Sinc above reports were received, the lode has been cut through in the 100 fm. level; and on driving the western end a short distance, 4 in. of lead or come in the heart of the lode; driving the eastern end, a heavy stream of has been tapped, throwing out large lumps of lead ore. As soon as these en more developed great results are expected.

Original Correspondence.

BLAKE'S PATENT STONE-BREAKER AND ORE-CRUSH

SIR,—This important invention is now being worked with success at the Leeds Water Works, which are being enlarged great extent. New filtering-beds are being constructed, which probably have the effect of rendering the supply of water to this and prosperous city of the very purest description. These filters being composed of sandstone, which abounds in the neighbourh broken down by the stone-breaker to the proper size during the ration by a revolving sifter, the stones are assorted without trouble. The bottom bed of the filter being formed from the l stones to the depth of 12 in.; over these are placed another laye duced to about the size of walnuts, to the extent of 6 in.; on thi other stratum of 1-in. stone, 6 in. thick, is laid; then 6 in. of angular sand is spread, which admits of ready percolation, a same time retaining all offensive matter.

To have accomplished this work by manual labour would entailed an enormous expense, nor would this be the only obst the stone could not have been so regularly broken into suitable nor could the comminuted sand have been so well produced; sand would have been extremely expensive and difficult to pro and by no means have been so angular or suitable for the purp

The rapidity with which the stone is reduced is truly surpri large blocks, as much as a man can lift, being converted into th terial in a few seconds, and as quickly sorted into sizes. The power required is also surprising, an engine of only 7½-in. cyl not only drives the machine to the extent of crushing 75 tons pe of 10 hours, but is at present working a pump of 6 in. diamet drain the bed of the reservoir.

We doubted the power of the machine to crush hard stone and tallic ores, and for this purpose brought a supply of hard elvan quartz from the Terras Tin Mine to test its capability; in minutes the hardest stone was reduced to a small size, quite f stamping. A calculation of the cost shows it not to exceed 2 ton, whereas by manual labour it has hitherto exceeded 1s. 8 ton, and not half so well or so smally broken. This will m great saving to the mining company, and will certainly very facilitate the dressing of stanniferous elvans. The Terras Com have decided to at once have one forwarded to the works, and cond as soon as the corresponding machinery for stamping c completed. This invention will enable mine agents to do awa much female labour in mines, so objectionable to the philanth and so highly detrimental to morality.

It seems strange that so valuable an acquisition is not more r adopted in mines, the price being not a very heavy item in co son with its worth—in fact, it is a mere bagatelle. We would s ously advise any of our friends who may see this notice to do have done—examine the machine at work, and we feel pers they will thank us for the suggestion. A MINING ENGINE

MINING IN WALES—NANTEOS CONSOLS.

SIR,—In last week's Journal I see Mr. T. P. Thomas has made some r relative to a letter of mine, which appeared in the Journal of the 22d have nothing to say as to the person now employed at the Nanteos Consol a practical miner, and able to do the smiths' sharpening and other ma the flooring, &c. Then, I say, place him in his right position. Mr. Thom also—"As to myself, I look to the accounts and the surface or commer partment." I say no man in this county is more qualified than Mr. Tho do this. Where, then, is the error? Why, in not having a man capable ing the "thorough management of the mines;" one who can read and w name. I further go into matters of calculation, both as to expenditure turns, as well as the power and capability of the machinery, and all oth ters connected with the working of a large mining property, and I cannot seriously that Mr. Thomas or the shareholders will sanction the mana of the mines remaining in the hands of such a person as I have here n one who cannot even read his name.

I also observed a letter signed by "Justice," wherein my name appear not often answer letters when the name of the writer is not attached However, I deem it proper to advise "Justice" when he next writes to to facts, which he has not done. He says Mr. Thomas was connected wit floyd many years ago. Now, this is not true. I wish not to enter into pabilities of Mr. Thomas as a manager of mines, and would call the at of "Justice" to Mr. Thomas's remarks, which appeared in the *Mining J* of the 22d inst. "Justice" seems to doubt that the sum of 300*l.*, named would be ample to bring these mines into a profitable state. Perhaps tice" will enlighten us on this subject, and let us know what *he* consider be a sufficient sum for doing so.

In conclusion, what I have written about these mines has not been prejudice parties against them, but with a view to place their capabil cording to the best of my judgment, before the shareholders. A. FR

Goginan, Aberystwith, Oct. 27.

NEW QUEBRADA COMPANY.

SIR,—In all my contests with this company I have been most studious everything like a misstatement, especially in figures, as I know how some would be to fix on me the charge of inaccuracy, and, therefore, cut that ground from under their feet. I trust that you will allow me of your columns, as time does not now admit of other means to do so, to an unintentional error which I have just discovered at line 25, page "Postscript," which I have sent to every shareholder with whose addre acquainted. I have there stated that the borrowing powers of the pres pany, either by debentures, or to use the words of the clause of the Articles clat.on, "in any other manner whatsoever as the directors may think tended to 360,000*l.* I wrote the paragraph from memory, as I have the this company pretty well at my fingers ends, and, therefore, confounded to the nominal share capital of the company," which is 360,000*l.*, with time being issued," which is 255,000*l.* The difference is not materia latter sum would be about five times as much as ought to be required our undertaking profitable.

I also avail myself of this opportunity to urge on every shareholder w my view to attend personally, as it has been agreed not to use proxies, in my "Postscript." I now regret this, as I am convinced that ha for them I should have carried my amendment by a far larger majority that which turned out the last board of directors. Up to last night I ceived an immense number of proxies and offers of more, and this m have no less than thirteen, four of which are from shareholders holding aggregate 3550 shares. FREDERICK H. HE

Moorgate-street, Oct. 29.

P.S.—At the very moment that I was about to close this I have rec intimation from the office that "the directors do intend to ask for proxies." After repeated calls at the office, without seeing Mr. Wright, to him, begging him to give me an answer in writing as to whether going to use them or not, to which I had in reply, dated Oct. 26:—"I plained to you the other day, the board at its last meeting gave no ins to issue any, and none have been issued, nor do I imagine that when parted there was any intention to issue any. The board will meet, ho Thursday evening, and what they may then do I cannot say." Proxi legal must be sent into the office to-morrow, and although I believe th more proxies than they will be able to get, exclusive of five times as ma I will not bemean myself by breaking through an honourable under by sending them in, but leave this statement to work its due effect, ing what that must be on every honourable-minded man. I rely on partiality to insert the above, in justice to my fellow-shareholders an F.

[For remainder of Original Correspondence see this day's Supplem

CHEMICALS AND MINERALS.—J. Berger Spence and Co chester, Oct. 27: Soda: Cream slightly easier at 12*l.* 10s. for 60 per c white at 13*l.* to 13*l.* 7s. 6d. Soda crystals well enquired for at 4*l.* 2s. 6d. soda ash sells better at 1¾d. to 1⅞d. per degree; bi-carbonate at 9*l.* 14*l.* 15s. for refined; saltcake, 3*l.*; sulphate of soda, 3*l.*—Nitrate of Sod vanced somewhat, and leaves off at 15*l.* 10s. to 15*l.* 15s.—Potash: There little business transacted in muriates, prices ruling at 9*l.* to 9*l.* 10s. cent., f.o.b. Prussiate yellow, 11½d.; red, 1s. 9d. to 1s. 10d.; Prus 1s. to 1s. 6d. per pound.—Saltpetre: Small sales have been effected. 29s. to 32s.; refined, at 34s. Alum in steady home demand; loose 6*l.* 5s. and 7*l.* in export barrels; ground at 7*l.*—Ammonia: Brown sulp sold at 14*l.* to 14*l.* 5s.; white and grey in large enquiry at 16*l.* to 17*l.*— Dry, steady, at 52s.; Green and rusty, dull, at 52s. to 54s.; chloride of —Arsenic: At 8*l.* 15s. to 7*l.* 5s. for fine powered.—Acid: Tartaric, rath at 1s. 3¼d. to 1s. 3½d.; oxalic, at 7⅞d. to 8d.: sulphuric, at 3*l.* 5s. to Magnesia: Epsom salts, 4*l.* 10s. to 4*l.* 17s. 6d. for refined.—Oils: Olive 50*l.*, and steady; lubricating oils, at from 2s. to 5s. per gallon; P Norwegian cod liver oil, 9*l.* 10s. per barrel.—Benzole is offered at 2s. 4d. for 90 per cent.—Disinfectants: Patent, at 5*l.* per ton for corpo carbolic, at 10*l.*—China clay: 22s. per ton.—Pyrites: Firm, and sellin to 7½d. per unit. Calcined Spanish, 41s. to 43s., F.C.—Lime: Bleac der same as last, at 8*l.* 15s. to 9*l.* 5s. Superphosphates at 4*l.* 5s. a Mineral phosphates, 56s. to 60s. for 65 per cent., and 1s. 2d. per unit for

—Manganese: Few arrivals of large parcels, and at 70s. to 80s. for 70 per —Iron Ore: Hematite in active request, at 16s. to 18s. Oolitic at 6s. 9d. 3d. in Staffordshire.

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

WHEATLAND.—The directors are expecting the advised remittance next mail, when they will at once declare another dividend. The agent, date of Oct. 1, writes—"I have not yet received the Mint certificate of last ry, but as soon as I do I will forward the account. My prospects for this are tolerably good, but I am putting in some under-currents in the creek, will add something to the expense, but will increase the returns for the er very much. I shall also build a blacksmith's shop during this run, and have done these things sooner, but did not wish to lessen the returns.

CREL TOR.—At the last general meeting of adventurers a bar of from the mine, and which gave a produce of 68¼ of white tin, was laid on table; and the directors stated, from the results of the explorations for tin, of the samples tried, they had every reason to believe that the call then would be the last.

In reply to the anonymous enquiry inserted in the *Mining Journal* 22nd inst., the managing director and Capt. Edwards will publish all par- ars of the patent pneumatic stamps, as suggested, as soon as they are in ning order. The directory add (that no mistake may arise) an extract from ter of the patentees, dated Oct. 15—"You shall hear as soon as work is doing, meantime, beg of you to exercise patience, as it is of some moment." This graph refers to certain batteries of stamps that are in course of erection, awaiting the finishing of the driving-engine. The directors further invite enquirer to visit the Terras Mine, and see the new stone-breaker purchased the manufacturer, which will be at work in about a month hence. The facturer says—"I will, if all be well, have a 20 by 9 at the mines in four- days from this: dated Oct. 27."

EDFORD CONSOLS.—Having been in the neighbourhood of this I thought I would pay a visit to the same, having heard that there was d discovery of tin on a new north lode at surface, which could be worked open to surface. I found this lode as described, from 6 to 10 feet wide, with appearance; I could not say its value, but judging from its looks, I should it was rich for tin. I also find that there is a cross-cut driven north 40 fms., ets this lode, and 20 fms. more will intersect the so-called new lode, and if d as productive at that point as described at surface, you have a mine good ith. I should advise that a few tons of the lode be stamped and tested at to prove the results of former assays, although I have no doubt in my own d but that it is rich for tin.

T RHYDTALOG (silver-lead) the agent reports a continuation of valuable course of ore in sinking the engine-shaft below the 15 fm. level; hat in the 15 fm. level west of the cross lode; the lode is becoming richer receding from the influence of the cross lode. The success of this under- ng has induced an influential party to take up the adjoining ground, with mission of further developing the same lodes that present such favourable arances in Rhydtalog.

From WEST GODOLPHIN a report has been received to-day inform- the shareholders of an important discovery which has been made on a lode has hitherto been but partially developed. The discovery was made by a y of tributers, who will, no doubt, make "a good steart," having taken the t a high tribute. The lode is 3 feet wide, and worth fully 20*l.* per fm.; of great importance to the shareholders, running as it does through the from east to west, a distance of about one mile. The system of working on here, which is generally so little practised in modern mining, is encouraged this mine, and the above is not the only case in which it has proved of ad- tage to the company, as well as to their enterprising miners.

MINING IN SOUTH WALES—MR. HENRY GIBSON, AND RHYDTALOG MINE.—In 1853, when I went with Mr. H. Gibson to pay the purchase money for e mine, he was accompanied by Mr. David Jeremy, of Llandovey, also Mr. er (Mr. Gibson's surveyor). The sheep farmer complained very much about wall and Devon Mines; he thought he should lose his sheep, and wished to them right off. Mr. Gibson asked Mr. Rosser what the man was talking t, when he explained, as he spoke Welsh. Mr. Gibson directed him to ask at he wanted for them; a price was named, and Mr. Gibson said he would them, so in less than two hours Mr. Gibson was a sheep farmer at Rhyd- . I believe at the end of the year 1854 Mr. Gibson disposed of the same.—*Rhydtalog, Oct. 27.*

FLORENCE AND TONKIN.—These mines were inspected last week Capt. W. Taylor, of the Caradon Mines, who reports that the good prospects of no ordinary character. The lead lode in the 45 fm. level is intersected, valuable discoveries may soon be expected. There are also important im- ments in the copper lode.

NORTH FOWEY CONSOLS.—This mine was inspected on Tuesday eral practical agents, who report in the highest terms of its prospects in ing a great and productive mine, being in close proximity to the celebrated y Consols; the operations are at present confined to the sinking a shaft face on the tin lode, where they have a large lode producing good work n, also in opening up the adit level: here they have met with a splendid copper lode 3½ feet wide, producing fine rocks of gossan of the richest ine, containing blue and green carbonates and oxide of copper; a winze mmenced in the bottom of the adit level on this lode, showing every ation of richness on further development.

TERRAS TIN.—In the drivage for the tramway at a deeper point the open cutting on the extraordinary tin-producing elvan course they met with a new lode, carrying a leader of tin 1 ft. wide, two-thirds tin, d 6*l.* per fathom. Edward's lode is also yielding more tin, the elvan ming more productive than hitherto represented. The stamps are work- admirably. One of Blake's stone-crushers will soon be at work, with addi- al improved stamping-power, and another sale of tin now preparing for rket. This augurs well for the prosperity of this spirited company, will, no doubt, be handsomely remunerated with dividends.

FURNACES FOR TREATING ORES.—The object of the invention of M. A. LE BRUN-VIRLOY, Paris, is so to arrange a furnace as to permit the ration (in the treatment of iron ores with the employment of flame) of ations similar to those produced in blast or high furnaces. In the upper of the vertical trough of ordinary blast-furnaces, the minerals are first sub- ted to a sufficient temperature to reduce and carburate them, but not high ugh to scorify them. Then, by the descent of the charge progressively ap- ching the tuyeres (that is to say, the part where the maximum of heat is de- ed) it arrives at the temperature of fusion, when it is reduced and carbu- d. This gradual increase of temperature and succession of operations are ponsible for the success of the treatment in high furnaces wherein solid nerals placed in contact with the minerals are employed.

ROLLING FURNACES.—Mr. S. MEREDITH, of Tipton, constructs side and bottom plates in the ordinary manner, and underneath the bottom ate places a shallow trough or vessel, of somewhat larger size than the of the furnace, the upper edge of the said trough being on the same level as little below the upper surface of the bottom plates. The top edge of trough rolled on its inner side. The trough is made of cast-iron in two or more ons, connected together by screw bolts and nuts. It is provided with ribs or ections for supporting the bottom plates, the ends of the bottom plates rest- upon bearing plates of the usual construction. Along the outside of thg plates and near the top thereof is a horizontal water pipe or tube running ut the furnace. The under side of this pipe or tube is pierced with fine s inclined towards the side plates. Water is supplied to the water pipe, and passes out at the small holes, and falls upon the outside of the said plates, and runs down and cools them. The water from the side plates is received in the trough under the bed or bottom plates of the furnace.

VENTILATING.—Mr. G. ELLIOT, M.P. for North Durham, takes (say) a vessel which has to pass through various parts of the world, in which the heat of the atmosphere is oppressive to the passengers and crew, and where it is necessary that the heat of the cabins or compartments should be reduced. He fits or arranges a series of perforated or open-ended pipes along the ceilings or other parts of the berths and cabins; these all lead from a reservoir or chamber in which a fan is connected or fitted, so that while the fan is at work fresh air is made to circulate through the pipes or between the pipes into each of the compartments. The air in its passage either to the fan or after it has left it is caused to come in contact with a set of pipes or hollow plates, in which cold water is made to flow either in the pipes or in contact with the external surface of the pipes. The supply of water he proposes to obtain from the sea or river, and at some depth below the surface by lifting or forcing it through a pipe or pipes in connection with the vessel to the required depth.

COMPRESSING FUEL.—Mr. F. J. HAMEL, Avenue-road, N.W., forms the moulds for the compression of artificial or agglomerated fuel of a succession of chambers or perforations, either square, oblong, round, octagon, or other desired shape, formed entirely through a traversing block of iron or other strong material, so arranged and operated as to bring each chamber successively in front of a strong pillar or block capable of offering considerable resistance, and which will for the time being form the closure or end of each such chamber as it comes into place, and thus constitute a mould to receive from a hopper-fed tube (whose bore is of similar cross-sectional configuration and size) the charge of material to be compressed, such charge to be propelled from the tube into the mould, and be therein compressed by a rod or plunger into an agglomerated or solid block of fuel.

TREATING PROTOXIDES.—The invention of Mr. J. TOWNSEND, of Glasgow, relates, first, to obtaining iron and manganese protoxides or their carbonates from and thereby utilising lye or "waste" products arising in the manufacture of chlorine, copper, and alum; second, to applying of iron and manganese protoxides or their carbonates; third, to obtaining and applying of baryta, strontia, and salts thereof, in the improved modes; fourth, to obtaining of potash, soda, and sulphur in the improved means; fifth, the utilisation of the waste liquors of the alum and copper manufactures by obtaining potash sulphate therefrom.

PNEUMATIC ENGINE.—The invention of Mr. S. MORTON, Philadelphia, consists, first, in forming a vacuum or partial vacuum on alternate sides of the piston to work an engine by the pressure of the atmosphere. Second, in forming a single vacuum vessel comprising two distinct vacuum chambers and a surrounding water-jacket, and single valves for the top and bottom apertures of the chambers.

STEAM-ENGINES.—The invention of Mr. G. M. H. AUDEMAR, Montceau, France, consists, first, in a so-called "double cam" applied to steam-engines with reversed movements—that is to say, a cam composed of two single corresponding cams with an uneven outline, increasing from the point where the admission is nil to the point where the admission is full. Second, the simultaneous action and the dependent movement of the cam and Stephenson's reverse movement slide, this movement being transmitted to said cam and slide by a single lever.

STEAM-BOILERS.—The invention of Mr. F. B. BLANCHARD, New York, consists in dividing the boiler into sections, whereby the body of water therein is separated in different compartments, which are successively heated, and in which the water is maintained at different degrees of temperature, according to the distance of the respective compartments from the fire in the course of the circulation of the heat, and between which the circulation of the water is only in one direction—from the cooler to the hotter compartments

Mining Correspondence.

BRITISH MINES.

ABERDAUNANT.—H. Francis, Oct. 27: Since my last we have been taking down the lode on the north side of No. 2 adit level east, and we find it to yield about 15 cwts. of lead ore per fathom for the width taken down. There is more ore north of us, which we shall strip down until we get through it. The lode in the end of the cross-cut, north from No. 2 adit, is of a most promising character, and, so far as human foresight goes, we shall certainly meet with a discovery here ultimately. We have this week been clearing and tramming out ore stuff from the deep adit level, with a view to forming a passage from this to No. 2 adit for the free ventilation of both levels, which has been somewhat interrupted by the filling up of old stopes by stuff broken in No. 2 adit.

ASSHETON.—Wm. T. Harris, Oct. 26: Lindow's shaft is sunk 8 fms. 3 feet below the deep adit; the ground is about the same as for some time past. The water has considerably increased within the last few days, in consequence of the heavy rains which have fallen of late. The cross-cut through the lode in the deep adit level yields good stones of lead, and is very promising. The stope in back of this level yields lead, as last reported.—Cambria Shaft: The lode is 2½ ft. wide, producing a little lead. The men are now engaged cutting ground for cistern, &c. Mawr shaft has been cleared 7 fms. below the deep adit. We have commenced a short cross-cut to communicate with the shaft, for convenience in getting away the stuff and water, which will require about a fortnight to complete. Rudge's shaft is suspended, in consequence of an influx of water.

— Wm. Johns, Oct. 17: This mine is situated in Carnarvonshire, and is very extensive both in length and breadth. There are two lodes well known to traverse the sett, one from north to south, the other from east to west.—North and South Lode: An adit level has been taken up from the beach, and driven on the course of the lode some distance; we have passed through in this drivage a very fine lode, over 200 fms. in length, and where cut through it is 30 ft. wide; the portion of the lode carried is 6 ft. wide, producing in places 1, 2, and 3 tons of lead ore per fathom. A pretty deal of available and profitable ground is laid open in the back of the level, and can now be worked to a great advantage. Several winzes have been sunk in the bottom of this level, to prove the lode; this I could not see, the same being full of water; but in each of these places it is reported there is a good lode of ore; and, judging from the ore ground in the backs, I have not the least doubt but that such is the case. In the last 5 or 6 fms. driven in the end south of Lindow's shaft the lode has not been very productive. Within 35 fms. of the present end a cross-cut is driven east about 9 fms., to intersect Lindow's shaft, which is now sunk 8 fms. below the level in the country; this shaft will speedily be down to the required depth for the next level; and when the lode is intersected you have a right to expect good results.—East and West Lode: The Cambrian shaft is now sunk 15 fms. below the deep adit; the lode in the bottom is from 4 to 5 ft. wide, producing good stones of lead ore—a very kindly lode. Mawr shaft is in course of clearing up; there is some portion of the lode still standing in the side of the shaft left by the former workers, and by all appearance, judging from the lode worked away, they must have had a good course of ore, which is a great inducement to see the bottom of the shaft as early as possible. Gundry's shaft, which is about 150 fms. west of Mawr shaft, is suspended, in consequence of the water being too powerful to be kept by manual labour. At surface you have done a pretty deal of work—erected engine-house, &c., and placed in the same two 18-in. cylinder horizontal engines, with boilers complete, and attached a line of flat-rods to Cambrian and Mawr shafts; there are also a crusher and winding gear in course of erection, with all other necessary buildings, and no doubt you will shortly have dressing-floors laid out. In conclusion, I have pointed out the present working operations; and for its speedy development I would suggest that an additional line of flat-rods be attached from the engine to the old engine-shaft on the north and south lodes, which is now sunk 7 fms. below the adit, and reported to be sunk through a good lode of lead ore, and still remains in the extreme bottom. This shaft I should advise to be resumed at once, and sunk (say) 10 to 15 fms. below the adit level; you would then be in a position to drive both north and south of the same in the run of ore ground, and should it last down, which, as I said before, I see no reason whatever to doubt would quickly place the mine on a good footing; thus, with the reserve ground already laid open in the adit, you would then be able to make good returns. And, in addition to this, I think it right to remark that you have good chances on the east and west lodes, when further developed, of meeting with something good; and I am fully persuaded, if energetically worked, this mine will become ere long a profitable and lasting property.

BALLACORKISH.—Capt. Trewren, Oct. 22: In the end driving east, or in the direction for King's lode, the ground in the forebreast is at present intermixed with small branches of quartz, spotted with sulphur, and letting out more water. The water is sinking in King's shaft, and is now 12 fms. 2 ft. below the collar of the shaft. In the end driving north of the Dowk vein, at the 12, the lode is about 9 in. wide, producing some kindly stones of blende, spotted with lead ore, and there is now a very pretty channel of ground in the forebreast of the end, and the lode is letting out more water. The men are making good progress. I shall urge on this end north, so as to get back under the run of ore ground gone down in the bottom of the adit level. In the cross-cut driving west from the engine-shaft, at the 36, we have cut through three or four small branches of quartz crossing the end obliquely, spotted with sulphur, and now letting out a little water.

BEDFORD UNITED.—James Phillips, Oct. 27: The shaftmen are still engaged about the trip-plat. We shall take down the lode in the plat and in the ends of the 103 fm. level, and report their size and character, next week. The lode in the 90 west is near 5 feet wide, and is still worth full 8 tons of ore per fathom. The stope in the back of this level, for a length of 6 fms., averages about 6 tons of ore per fathom. The lode in the 90 east is 2 feet wide, worth 3 tons of ore per fathom. The stopes in the bottom of this level, east and west of John's winze, are yielding 4½ tons of ore per fathom. The 75 fm. level end east is being carried between the two parts of the lode, which are fast making together before the end. The stope in the back of this level is producing from 4 to 5 tons of ore per fathom. Arrangements for the ventilation of the Delve's Kitchen, or south lode, are nearly completed; when finished, driving east on its course will be commenced. We have already began to prove a promising looking lode a few fathoms west of the cross-cut, and just behind the slide, by sinking upon it.

BLAEN CAELAN.—Oct. 28: *Telegram:* This morning we have cut into a fine body of lead ore in the 10 fm. level below adit.

BUDNICK CONSOLS.—J. Rawlings, R. Hill, Oct. 27: We are progressing as fast as possible with our dressing, considering the misfortune to the piston-rod of the stamps engine, which has delayed us for a week, and the very severe weather; but we hope to have the dressing-floors covered over by the coming month, to enable us to go on with the dressing in all weathers. We shall sample a parcel of tin on Saturday, the 29th instant.

CAEGYNON.—Oct. 26: The men in the engine-shaft have not done much towards sinking for the last week, as the water has been in, the late rains having overpowered our lifts. In the 50 cross-cut, south of the south lode, the end has become very wet, and appears to be getting near the lode we have just cut in the bottom of the engine-shaft. The lode in the 50, west of the cross-cut, has improved, and is now producing good stones of lead ore, and promises further improvement. No alteration in the stopes above the 50, on the north lode. In the 40 cross-cut north we have not met with any lode, and I have removed the men to drive south at right angles with the north cross-cut. The stope in the back of the 30 east is not looking quite so well as it was last week. We are breaking some good work for blende and lead ore from the north branch of the south lode, in the 20. Nothing new in the stopes below adit, on the south lode; the men have only been able to work a day or two for the last week, in consequence of the surface water coming down on this stope. Nothing new in the adit cross-cut north.

CAFARTHA.—E. Williams, Oct. 24: The end of the 15 fathom level cross-cut, being driven south to intersect the great Escair-Galed lode, has come to a very strong floor again running out of the main lode, which will be discovered, by all present appearances, at the distance mentioned in my last report—1 to 2 fms. The above named discovery was made by the last blast on Saturday, after the directors had left the mine, and contains a great deal of copper and lead ore of a very promising quality.

CAPE CORNWALL.—R. Pryor, John Davey, Oct. 25: There is more water coming out of the 70 fm. level cross-cut, south of the engine-shaft, but there is no change to notice in the 100 fm. level cross-cut, north of ditto, since our last.

CAPPAGH.—W. Thomas, Oct. 25: We have cleared the 24 fm. level, west of skip-shaft, and also the cross-cut to the north lode. On Saturday last we had some blasts in this lode, which produced fine stones of rich ore, carbonate of copper, &c. This lode has been cut into over 3 ft., but as the north wall has not been reached, and more lode still standing, I have to-day set a lump bargain to break through and take down all the lode to the north wall, after which we shall carry up a rise 1 ft. long on the course of the lode to the 34 fm. level, and follow it to the deeper levels, for as far as I can at present form an opinion, it is entirely in whole ground, and has a very promising appearance. The sample of ore, &c., from this lode, which was forwarded last Saturday, will speak for itself. East of skip-shaft about 20 fms. from the point just referred to, another cross-cut has been driven, with the view of intersecting this north lode, but it was not driven far enough, and as there are strong stains of carbonate of copper exuding from the forebreast, the distance to drive to intersect the lode, I think, will be short; this end should consequently be driven at once. The stopes in the 64 fm. level are producing a fair quantity of good ore, and all other work going on as fast as possible.

CARDIGAN BAY CONSOLS.—Charles Williams, Oct. 27: Pensarn: The lode in the 10, west of engine-shaft, is 6 ft. wide, consisting of spar, slate, and silver-lead ore, worth of the latter 18*l.* per fathom. We shall have a great improvement in this end in the course of a week or nine days at the farthest.—Brynarian old adit: We have cut into a great stream of water in the cross-cut north from this adit yesterday, and from all appearance we are nearing the lode. The ground in the end is highly mineralised, consisting of spar, mundic, copper, and spots of ore.—Boundary Shaft: I expect to cut the great lead lode every day. North and south lode without change, worth 30*l.* per fathom. The crusher is working very satisfactorily, and the ore is turning out well. The weather has been very much against us of late.

CEFN BRWYNO.—James Paull, Oct. 25: The lode at the 92, going west, has improved, now being 5 ft. wide, and worth 1 ton 5 cwts. of lead ore per fathom. Good progress is being made in sinking the winze below the 80 west, where the lode is producing 15 cwts. of lead ore per fathom. All other points in the mine are without any material change since last reported on. You will receive a full report, with the cost-sheet, next week. The dressing and all surface work is going on favourably

CHIVERTON MOOR.—G. E. Tremayne, Wm. Bennetts, Oct. 25: The engine-shaft is in a regular course of sinking below the 105, the ground in which is a favourable character for sinking. In the 105 cross-cut, south of the engine-shaft, the ground is improved, and good progress is being made. In the 95 west the lode, east and west of the cross-cut, is from 2½ to 3 ft. wide, producing good stones of lead, and from present appearances we soon expect a great improvement. The lode in the 85 west is at present divided by a cross branch; the part of the lode we are at present carrying is worth about 10 cwts. of lead fathom. This division we only regard as temporary. There are five stopes the back of the 85, which are worth on an average 15 cwts. of lead per fathom At the trial shaft we are driving east and west on the course of the lode in 20 fm. level, which is 2 ft. wide, of a promising appearance. No change to notice in any other part of the mine since our last report.

CRENVER AND WHEAL ABRAHAM UNITED.—William Kitto, William J. Paull, Oct. 25: Sturt's Engine-Shaft: The sumpmen have completed dividing

and casing down the whim-shaft to the 160: it will take a fortnight more to finish it to the 190.—Pelly's Engine-Shaft: The sumpmen will begin to drop the lift below the 190 to-night, and hope if the shaft is clear of stuff to drain the water to the 200 by the middle of next week. There is no particular change to report in our tutwork operations. It being our setting next Saturday, we will send you a full report next week.

CWM ERFIN.—Oct. 25: The lode in the 57, west of the engine-shaft, is 4 feet wide, showing spots of copper, but unproductive for lead. The winze sinking below the 45, which is coming down before the above end, is also unproductive. The lode in the 45, west of Taylor's shaft, is 20 in. wide, composed of a dark clay-slate, veins of spar, and spots of copper; the lode carries two good walls, and looks promising. About 14 fathoms behind the present forebreast we are driving on a caunter branch. It carries a good wall, and a small branch of blende, intermixed with lead ore; its bearing is something unusual for this lode, but we think it is deserving of a small trial. In the various stopes in the back of this level, west of the engine-shaft, where we have ten men employed, the lode will yield on an average from 8 to 9 cwts. of lead ore per fathom. The lode in the stope in bottom of the 45 fm. level, 15 fathoms east of the drawing shaft, is 7 ft. wide, and worth from 12 to 15 cwts. lead ore per fathom. We have two stopes working over the back of this level, yielding from 10 to 12 cwts. of lead ore per fathom. The lode in the 32, west of Taylor's shaft, is ¼ yard wide, composed of clay-slate, veins of quartz, and spots of copper ore. Two new stopes have been set over the back of this level, producing from 6 to 8 cwts. of lead ore per fathom. Nothing of any value has been done in the 10 since the last report. The lode in the stope over the back of the deep adit level is 4 ft. wide, and worth 1 ton of lead ore per fathom. We sampled this day 36 tons of silver-lead ore.

CWM RICKET.—S. M. Ridge, Oct. 25: Since my last report we have completed cutting plat in the 10, and put in penthouse, and the engine-shaft is now down 6 fms. 6 in. below the 10, and the ground is favourable for sinking, but owing to the strong feed of water which we have to contend with the shaftmen have refused to take it at its value, consequently we have suspended the sinking for the present, until we get the water-wheel and the drawing machinery ready for work, which the contractor is busily engaged in completing, when we shall resume the sinking of the engine-shaft with all speed, letting it by contract at its fair value; in the meantime, whilst this is being done, no time will be lost in getting the lift of pumps, slide, &c., upon the mine, so as to cause no further delay. The ground in the deep adit level cross-cut has become much stronger for driving, but this is what I anticipated, as I think we are near cutting the copper lode; I expect to cut it in about 6 ft. more driving, if it continues its regular bearing, the same as in the south-eastern part of the sett where we opened upon it. We have now about 6 tons of lead ready for sampling that we have dressed out of the piles from the driving of the 10, but I would recommend that we dress no more by hand, as when we have the machinery complete, and proper appliances, the whole that remains can be dressed at one-third the cost. This I consider the best way to lay open the mine, after which I have no doubt it will be found productive for lead of a rich quality.

DEEP LEVEL.—Oct. 26: The lode in the 146 yard level, north of north shaft, on Pant-y-Ffrith vein, is about 2 feet wide, composed of spar, and showing nice strong spots of ore; there is a good stream of water flowing from the present end, which is a favourable indication of there being a more open lode before us. There is no change to notice in the cross-cut going south from the 174, towards the new vein, since our last report; the ground at this point continues hard. The winze sinking below the 120 yard level, west of cross-cut, on the new vein, is in a lode about 4 feet wide, producing occasional good solid lumps of lead ore, good progress is being made in sinking this winze. The lode in the rise over the 120, east of cross-cut, is a little improved, being now about 2 feet wide, producing large solid lumps of lead ore; should the lode continue as at present we shall soon open out some tribute ground at this point. We have set a tribute pitch below the 120, to the east of Trustee's shaft, on the new vein, where the lode will yield 10 cwts. of lead ore per fathom. The old tribute pitches throughout the mine continues much the same as for some time past.

DEVON AND CORNWALL UNITED.—E. James, Oct. 25: We are still driving the 22 west of engine-shaft, and have cut through a small branch of ore in driving a cross-cut north in the adit level, west of engine-shaft, to intersect what is believed to be the main lode; and this we shall prove by driving about 4 fathoms. A tribute pitch in back of the 22 is set to six men, at 10s. in 1l., the tributers to pay all costs. We are dressing ore as fast as the weather will permit, and hope to have prepared for next sale 50 tons of copper ore, of about 20l. value.

EAST BOTTLE HILL.—J. Eddy, Oct. 27: South Cross-Cut: The ground in the present end is easier for working, price per fathom for driving and sending all stuff to surface is now 4l. 10s. per fm.; men making good progress.—North, or Tin Lode: We are also driving east in the deep adit level, on the course of the lode, price for driving 2l. 15s. per fathom; lode here about 2 feet wide, and tinny; we have two pares of tributers, four men and two boys, working on this lode in the back of the 10, east of Williams's shaft. I hope to sell their tin some time in the next month. We have now eight heads of stamps working; not sufficient water as yet to work the 12, but I have no fear if water continues as we now have it of selling a good parcel of tin in the coming month.

EAST CABADON.—J. Truscott, Oct. 26: Caunter Lode: The 130 east is poor. In the 115 east the lode is 15 in. wide, composed of capel and quartz, intermixed with a little copper ore.—Child's Lode: The 100 west is worth 10l. per fathom. The 90 west is worth 8l. per fathom.—Seccombe's Shaft: The shaftmen have completed the trip-plat, and again resumed the sinking on the north part of Seccombe's lode. In the 80 west, on the south part, the lode is 1½ ft. wide, composed chiefly of quartz, intermixed with mundic and a little copper ore. In the 50 west, on No. 2 lode, the lode is 1 ft. wide, composed chiefly of quartz, letting out a little water.—North Shaft: In the 40, sinking below this level, the lode is without alteration.

EAST DARREN.—Oct. 25: In the 116 fm. level, east of Taylor's shaft, the lode is 4 ft. wide, improved, now yielding 1 ton of ore per fathom. The lode in the 103, east of Taylor's, is 4 ft. wide, producing stones of lead ore at times, but not sufficient to value. Two stopes over this level, producing 1¼ ton per fm. each. In the 92 east it is composed of clay-slate and strings of ore, but not of value. The stope in the back of the 92 east, near the present end, is yielding 1¼ ton of lead ore per fathom. The lode in the 80 fm. level west, on the south branch, is 2 ft. wide, producing 15 cwts. of lead ore per fathom. In driving the cross-cut south, in the 80 fm. level, we have passed through a lode 10 feet wide, containing good mixture of ore, and expect to communicate to a pitch shortly. We still continue to sink Skinner's shaft below the 68; the ground is favourable. In the 44 fm. level, east of new shaft, the lode is 1½ yard wide, containing small spots of lead. The lode in the 44 fm. level is much broken up, and unproductive. In the cross-cut, north of New Pool, the ground is composed of clay-slate and small branches of spar. In the eastern cross-cut north the ground is still hard for exploring, in consequence of beds of grit rock. We have six pitches at work, producing on an average 1¼ ton of ore per fathom.

EAST CHIVERTON.—R. Southey, Oct. 25: Since our last meeting we have made good progress in the engine-shaft: during the last 6 feet sinking our expectations have been fully realised in the character of the ground, which is not only easy for development, but gradually getting down in the silver-lead bearing strata. At the present time we are busily engaged making alterations in our underground and surface machinery, which will be complete about the middle of the ensuing month, when we shall at once resume the sinking below the 40. We have sold our first small parcel of silver-lead, which made a very good price, over the average of the district. We could soon breaking more, but it would be a waste of time and money to do so before we get the shaft down to the next level, when we can take it away at a much less expense. Seeing the change in the ground alluded to, our prospects for the future are second to none in the district.

EAST WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, Oct. 22: We are pleased to advise you the lode in the 85 east is 18 in. wide, improved to 1¼ ton of copper ore per fathom, with indications precisely the same as those in the 75 and 55 fm. levels; therefore, a good improvement may be confidently expected. All the other places the same as last reported. You shall have a full report on Wednesday.

EAST WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, Oct. 26: The lode in the 95 east is small, and the ground hard; here we are expecting a change. The 85 has been driven east 16 ft.; this is only 11 ft. behind the point where the ore came in at the 75; the lode in the end is 18 in. wide, vuguy—a good indication for a bunch of ore. The lode in the 75 east is 2 ft. wide, very kindly in appearance, and worth fully 3½ tons of copper ore per fathom. The lode in the winze sinking below this level is nearly 4 ft. wide, a fine looking lode, worth 8½ tons of copper ore per fathom for 10 ft. long. After sinking this winze 7 fms. deeper we purpose driving west, to expedite a communication with the 85; this will lay open profitable ground. The rise above this level will produce 3½ tons of copper ore per fathom, and the stope west of ditto will produce 4 tons of copper ore per fathom. No lode has been taken down in the 55 east; at the last taking down it was worth 10l. per fathom for tin. The lode in the winze sinking below this level made a squeeze again; it is now worth 6 to 7 tons of ore per fathom, and opening. After sinking this winze to the 65 we purpose driving west, that we may form a communication with the rise from the 75; this is to open out ground that can be conveniently stoped and trammed to the shaft.

EAST WHEAL LOVELL.—R. Quentrall, Oct. 26: The mine throughout continues to look quite as well as for several weeks past.

EXCELSIOR.—George Rickard, Oct. 26: In consequence of the late heavy rains, we have a great increase of water in the whim-shaft; in fact, more than we can keep under by manual labour; consequently, we are compelled to suspend it. The ground in the deep adit is still of a favourable nature, and good progress is being made with the driving.

FLORENCE AND TONKIN.—Wm. Verran, Oct. 27: The 45, west of Saw's shaft, is not yet through the lead lode, and at present the end is in a disordered state, but within the last day or two it has produced some good specimens of silver-lead ores in the flookan, and is likely to lead to satisfactory results when extended south on the course of the lead lode, and away from the influence of the copper lode. The 35, which is being driven south on the lead lode, is showing signs of improvement, producing good stones of silver-lead ore, with the prospect of soon getting into a long run of productive ground; the prospects for a good lead mine were never so bright as at the present time. The tribute pitch in the back of the 45, east of shaft, is still producing good work, as is also the winze sinking below the deep adit level, west of the lead lode, and we are in course of dressing a parcel of copper ore, to be sampled in November.

GAWTON COPPER.—G. Rowe, G. Rowe, jun., Oct. 22: The drivage of the 95, east of King's engine-shaft, is progressing very satisfactorily on the north side of the lode; as soon as this point is sufficiently advanced we purpose to cross-cut the lode from north to south, where we anticipate some improvement of importance. The lode in a trial winze going down in the bottom of this level is yielding fine stones of tin. The lode in the 82 east is producing some good stones of ore. We shall be compelled to suspend the sinking of the winze below the 82 in consequence of water until the 95 is further advanced to drain the lode. The lode in the 70 east is improving in character, with good stones of ore. The lode in Nicholl's stope, in bottom of the 70, is yielding 4 tons of ore per fm. Simons stope, in back of the 82, is worth 6 tons of ore per fm. All other points of operation are without change.

GOGINAN.—Oct. 25: At the 110 east the lode is 4 ft. wide, much the same as last reported on, producing good stones of ore at times. The lode in the stope over this level, 10 fms. east of winze, is 12 ft. wide, worth 1 ton of lead ore per fathom. In the stope over the same level, 25 fms. east of winze, the lode is 10 ft. wide, and yields 16 cwts. of lead ore per fathom. The lode in the three stopes over the 100, east of rise, varies from 4 to 8 ft. wide, and is worth on an average 12 cwts. of lead ore per fathom. In the stope below this level the lode is 6 ft. wide, producing 14 cwts. of lead ore per fathom. We now purpose to sink a winze below the 100, 5 fms. west of cross-cut south, in order to ventilate the 110, and cut out the ore ground for stoping over that level; the lode where the winze is commenced will yield 1 ton of lead ore per fathom. The lode in the tribute pitches, in the old part of the mine, is worth on an average 12 cwts. of lead ore per fm. The surface operations are going on regularly, and we have this day sampled 32 tons of lead ore.

GORSEDD AND CELYN LEVEL.—Oct. 27: Coetia Gelynen Shaft: The men have gone through the large fall in the adit level nearly 40 yards, making 52 yards west from the bottom of the shaft, in looking over which I could see a considerable distance, which leads me to imagine that we shall now very soon complete this operation, as the water runs freely over it, and as far as the adit is cleared the lode in the roof looks well, in which several tributers can be set to work when the adit is complete to Coetia Elthin shaft. The clearing of the adit for the 52 yards from Coetia Gelynen has enabled us to re-open Coetia Elthin, so that we can now see the roof. We have, therefore, only 5 ft. more to clear to reach the bottom of the lowest level in the mine. I have placed six men east and six men west of Coetia Gelynen.—Waen Shaft: The lode here looks very favourable, and when we get a change of rock we shall do well. We are pushing on all operations with energy.

GREAT LAXEY.—J. Barkell, October 26: Our progress in sinking the main engine-shaft below the 220, is going on very satisfactorily, and the lode in the bottom of it is still worth 60l. per fathom. The driving of the 220 north is also going on uninterruptedly, and to communicate this end without delay with the sump already sunk down from the 210 on the Welsh slide (referred to in our last report), we have put the sumpmen to drive south from the sump to meet it; we expect to hole this ground in the course of next month. There is no change to notice in the 210 end going north; lode in the end still worth 100l. per fathom. There is no decrease of water in the 200 fm. level end driving north, therefore the lode is nearly all standing on the east side of the level, but the few shots we are taking off from it is nearly all lead and blende; there is about 4 fathoms more to rise and sink to communicate the rise going up from the 190 to the sump coming down from the 180, and as soon as this ground is holed the driving of the 190 north will be resumed; the lode in the rise is worth 50l. per fathom, and in the sump 60l. per fathom. The lode in the 180, driving north, is worth 70l. per fathom. The western part of the lode in the 165, driving north, is worth 50l. per fathom. We have this week commenced to sink a sump in the sole of this level, where we can command both the east and west part of the lode, and at this point it is worth from 100l. to 120l. per fathom. We have cut through the lode in the cross-cut driving east in the 155, and find its whole width to be about 4 feet, and worth for lead and blende 100l. per fathom; we have commenced to drive north on its course, and judging from its appearance and value in the level below, we expect an improvement as we advance in that direction.—Dumbell's: The lode in the engine-shaft sinking below the 155, is not so good as when last reported on; it is now worth about 30l. per fathom. The 155 fm. level end, driving south, is steadily improving, now worth 40l. per fathom. In the end driving north, at this level, the lode is worth 30l. per fathom. The 140, driving north, is worth 50l. per fathom. The 125, going north, is worth 15l. per fathom. The 110 fm. level end is still unproductive. The lode in the 50 fathom level end, driving north, is improving, and is now worth 50l. per fathom.—South Ground: There is no change to notice in this part of the mine. The 190 and the 165, driving south, are both opening out profitable ground for copper, but the 200 and the 60, driving south, are both unproductive.—Glenroy: The reservoir being nearly completed, and the water forked out of the mine, we have put the miners back to their respective places, but only having just resumed underground operations there is no change worthy of notice to report.

GREAT ROCK.—John Kemp, Oct. 26: The ground in the shaft is much stiffer for progress, but I am glad so say this change seems for the better, for we have had some fine lumps of lead yesterday and to-day, and I am in hope that we shall soon get down with paying ground. I have two men driving the cross-but south in the 12 east of engine-shaft, and I feel convinced that we shall yet find the ore best above it (this cross-cut), for the cross-cut to-day is very thickly spotted with lead and blende. The stopes under the 6 is much the same as when last reported. Dressing is going on, and we shall be able to sample, say, 15 tons for the next sale, if you think proper. I must say, on the whole, we are looking more cheery.

GREAT ROYALTON.—Thomas Parkyn, Oct. 27: We are making good progress in sinking the engine-shaft; we are now down to the 20 fm. level, and I intend sinking 2 fms. more. This will be 12 fms. below where the old miners worked so extensively; they, however, sunk as deep as the 16 fm. level from surface, but, having no machinery to keep the water, they could only work at this depth in dry seasons like the past summer. I have two men driving east at the 16 fm. level, and they have just got through the crushed ground I reported to you last week; and I am pleased to say that the lode is looking very well indeed—in fact, we have large rocks now at surface sent up from this point that are rich for tin, and the lode throughout is looking well, as far as we have seen it; and I feel confident that you will have a large deposit of tin on this (King's) lode. I am sorry to say the water is scarce in the shaft, but it has been increasing during the last day or two; and I hope in a few days (when we cut the lode at the 22 fm. level, which I shall push to reach with all possible dispatch), we shall have plenty. This point will not only supply us with water, but will lay open, I feel assured, a splendid rich mine.

GREAT SOUTH TOLGUS.—John Rodda, Oct. 26: The lode in the 140 rise over No. 3 cross-cut is worth 10l. per fathom for tin. The 125, west of Bolitly's cross-cut, on the south part of the lode, is worth 18l. per fathom. The 125, east of the cross-cut on the north part of the lode, is worth 16l. per fathom, and the stope in the back of this level is worth 12l. per fathom. The tramroad from shaft to the main points of operation is completed.

GWYDYR PARK.—W. Smyth, Oct. 25: The stopes in the western end of the 8 fm. level, at Sutton's shaft, are yielding about the same quantity of lead ore as when last reported. In the eastern end it yields about 7 cwts. per fathom. The new lode, driving north, is about 9 in. wide, composed of spar, gossan, sulphur, and blende, and a little saving work for lead, and letting out water freely. I have put two men to open south on the same lode; it is about 6 in. wide, and worth 10 cwts. of lead ore per fathom. In driving west from Vucheslas new adit the lode is about 8 in. wide, composed of spar, mundic, blende, and strong spots of lead ore. The supposed new lode continues disordered, but is showing a little lead.

HAMMETT.—P. Tenby, Oct. 27: Setting Report: I have set the cross-cut north to cut through the elvan course, by four men and two boys, at 80s. per fathom. The Royal lode to drive east, by four men, at 90s. per fathom. Two men to open on the south part of this lode, at 50s. per fathom.

HINGSTON DOWN CONSOLS.—James Richards, Oct. 27: The lode in Bailey's shaft, sinking below the 140 fm. level, is still 5 ft. wide, and produces good stones of ore. In the sump-winze, sinking below the 140 fm. level, west of Bailey's shaft, the lode is 5 ft. wide, and is still worth for tin and copper ores 50l. per fathom. In the 130 fm. level east the lode is 5 ft. wide, consisting of capel, mundic, quartz, and ore, worth 8l. per fathom. In the 110 fm. level west the ground is not so favourable for exploring, and the driving is at present slow. In the cross-cut north, in the 100 fm. level west, the progress is also slow, owing to the hard nature of the ground. In the stope in the back of the 100 fm. level west, the lode is worth 8l. per fathom. In the deep adit level south the ground at present is hard and spare for driving.—P.S. A pile of good tin work, estimated at 50 tons, raised from the winze in the bottom of the 140 fm. level is at surface, and samples are being taken to ascertain its value, preparatory to offering it for sale.

HOBB'S HILL.—P. Tenby, Oct. 27: Royal Lode: We are driving the bottom end east of Tinner's Lane shaft as fast as possible, to communicate to the new shaft, where we are driving west, by six men. Since the rain has set in we have been obliged to keep the water with barrels. We have 3 fathoms more to hole, which I hope will be driven next week, when this level will be drained, and we shall be able to commence stoping; in driving the last 2 fathoms the south part of the lode has improved, now worth 12l. per fathom for 3 feet wide. We have now 24 stampers in full work.

HOLMBUSH AND KELLY BRAY.—T. Hodgers, Wm. Johns, Oct. 27: In the 45, driving east of old engine-shaft, on the old Kelly Bray lode, the lode is about 2 ft. wide, of a good promising character, producing good stones of copper ore and mundic. In the 45, driving east of old engine-shaft, on the new north lode, no lode has been taken down since last reported on. Luci's stope, in back of the 45, east of old engine-shaft, on the new north lode, is worth 5l. per fm. In the 35, driving east of footway shaft, on the new north lode, the lode in this end is more mundicky than when last reported on. William's stope, in back of the 35, east of footway shaft, on the new north lode, the lode is worth 9l. per fathom. There is no alteration to notice in the tribute department since last reported on. We hope if the engine and pitwork continue to go on well that we shall be able to see our 85 at Kelly Bray part of the mine next week; and we may here remark that it was from this level the former company were raising their monthly samplings, and we hope then to be able to increase our monthly returns.—Holmbush Part of the Mine: The engine and pitwork are working well, and forking favourably, the water being down 8 fms. below the 55, and we hope next week to have access to the 65. Our skip-road will be completed to the 55 this week, when we shall commence at once to draw from the same. We shall delay no time, but proceed at once to put down our skip-road to the 65; then in this part of the mine we shall have three levels open to draw from. The 65 is communicated with Hutching's engine-shaft, which is about 170 fms. west of Wall's engine-shaft, and we would further remark that at this level both the great cross-course and lead lode have been cut; and, although so many hundreds of tons of silver-lead have been risen under this level, that nothing scarcely has been done in this level or above on the lead lode, which would give 90 fms. from surface; and from this Hutching's shaft to the higher engine-shaft, at Redmoor, we have a piece of virgin ground about 200 fms. long. This piece of ground is highly spoken of by all the competent mining agents in this district, and we believe it will yet be found, if these mines are properly laid open, that they will be second to none in the county.

MAES-Y-SAFN.—Oct. 25: In the 370, east of Grosvenor's shaft, the lode is soft for driving, and producing some good lumps of lead. The 350 west is unproductive at present. The 330 east is producing a little lead ore, mixed with blende; the lode in this end is small, and rather hard for driving. The 370, west of the sump-winze, is producing a few good lumps of lead, but not enough to value. In the 350 east the lode is spotted with lead, and has a kindly appearance. The 290, east of No. 3 shaft, is yielding about ½ ton per fathom. The level which we are driving west above the back of the 310, east of Grosvenor's shaft, has failed since last reported, it is now yielding 4 tons per fathom. The stopes throughout the mine continue poor. The machinery is all in good working order.

MARKE VALLEY.—John Truscott, Oct. 24: Marke's Lode: The 136 east is yielding 1 ton per fathom. The 136 west is yielding saving work. The 124 east is yielding 1 ton per fathom. The 124 west is yielding 2½ tons per fathom. The 112 east is poor. The 100 west is yielding 1 ton per fathom.—Sarum Lode: The 100 east is yielding stones of ore.—Rosedown Lode: The 70 west is yielding 3 tons per fathom. The 60 west is yielding 2 tons per fathom. The 50 west is yielding 1 ton per fathom. The 40 west is yielding 1 ton per fathom. The 20 east is yielding 4 tons per fathom. The 10 east is yielding 2 tons per fathom.

MINERA UNION.—J. Nicholls, Oct. 27: Brabner's Shaft: The lode in the 100 yard level south is worth 15 cwts. of lead ore per fathom. The stope in the back of the level will yield 1 ton of lead ore per fathom.—Boundary Shaft: The lode in the 50 yard level north produces good stones of lead, and is daily improving; the ground is of a congenial character for lead, and easy for progress.—Flue Shaft: The cross-cut west is without any material change since last report. No change of importance to notice in the several tribute pitches, they continue to yield their usual quantities of lead. We are pushing on the dressing with all possible speed, and shall have another parcel of lead for sale in a few days.

MINERAL BOTTOM.—R. Nancarrow, R. R. Nancarrow, Oct. 24: The 35 is driven south of new shaft 30 fathoms. The lode in the end and throughout this drivage has been and is large and promising; it is composed chiefly of quartz, mundic, and a little lead; this end is now getting under the shoot of lead ore driven through at the 23, and we may reasonably expect to meet with a good lode very quickly, as nearly all the lead that has been raised in the mine has been broken south of the 35 fm. level end. This level is also driven north of new shaft about 14 fathoms; at this point it has passed through the east and west lode, and has let down a large quantity of water, which temporarily checked our progress in this direction, but we hope soon to resume it, as the lode is very promising, and there is a long piece of untried ground before this end. At the western part of the sett we have sunk two trial shafts; the western one is 6 fms. deep, where we drove a cross-cut and intersected the lode, and found it disordered; it was composed of quartz and mundic; the eastern shaft is 10 fathoms deep, where we are now driving a cross-cut, and expect to intersect the lode every day, and from indications already seen, we hope it will be attended with good success.

NANGILES.—J. Rowe, Oct. 26: Deeble's Lode: We have cleared Dunstone's shaft on this lode 9 fathoms below the 46, and hope next week to clear it to the bottom. If reports are true we shall find some good tin ground at the 56. Since my last report we have driven the 46 fm. level 10 fathoms east through a lode worth 7l. per fathom; we are paying 3l. 10s. per fathom for driving about 10 fathoms behind the end, and have four men stoping at 2l. per fathom; the lode is worth 6l. per fathom. No. 2 stope, in the back of the 40, is working by four men, at 3l. 10s. per fathom; the lode is worth 8l. per fathom. We might put more men to stope on the lode, but as we have not power to stamp or calcine more tinstuff at present we have suspended some places until we have an increase of stamping and calcining power. I have bought a caleiner, and we shall commence to build the house next week. On the great tin lode we are driving the 36 west with the shaftmen; the lode is 5 ft. wide, worth 8l. to 10l. per fathom. For the same reason as stated above we have suspended the working of our stopes until we can get our 36-in. cylinder stamping-engine to work. We have a party in Wales conveying it to the shipping port, and hope to have it home with the seven 12-head axles, &c., in about three weeks. We are raising over the 6 fm. level to hole to a shaft sunk from surface; this rise will open a good piece of tin ground at Tregoning's shaft for stoping. We have 20 men at surface employed in laying down a new incline road to pull up coals and the tinstuff; we have nearly completed this road. It will effect a saving of 15l. per month in carriage; we are also busy taking out the foundation for the new engine-house and caleiner, and raising stone. With the present price of tin, our prospects are very good indeed for having a good profitable mine when we get the stamping and calcining power in full working order. We sold on the 19th inst. a parcel of tin, which realised 389l. 3s. 11d., and expect to have about 200l. worth more ready in a fortnight.

NEW CROW HILL.—A. Kent, T. Trelease, Oct. 25: We are pushing on the 100 cross-cut as fast as the nature of the work will allow; the ground at present is a little stiffer than it has been for some time past. In looking at the lode in the north adit to-day there seems to be a great change taking place in the character of the lode; it is now all the width of the end, and, as far as we can see, composed of brown gossan, spar, &c. We have not yet seen it far enough to describe it fully, but shall be able to report more next week.

NEW VICTORIA (Ashburton).—W. George, jun., Oct. 22: Last evening we forked the water to the bottom of the mine; the shaft is sunk about 9 ft. below the 96, and we shall proceed at once to clear the level for driving. The eastern end of the 86 is now being driven by four men.

NEW WHEAL GRYLLS.—P. Floyd, Oct. 27: In the 10, driving west of Cock's shaft, the lode is 2½ feet wide, producing saving work for tin; by extending this end about 5 fathoms further west we shall come under a run of tin ground gone down in the level above.

NEW WHEAL TOWAN.—R. Pryor, Oct. 26: The lode in the adit level, driving west on the tin lode, is yielding saving work for tin. And in this level, west on the copper lode, the lode is producing good stones of copper ore—a kindly lode.

NORTH CORNWALL KAOLIN.—Wm. Vine, Oct. 26: Agreeable to instructions, I have tested the clay bed over an area of 200 fathoms, and during the last few days there is a great improvement, and as there is more proved than we can take away in twenty years, the clay extending the whole length of the southern portion of the sett, I shall bring up a stope by going further down that will drain off the water from it another 6 to 8 feet, and which will enable us to commence operations upon it with more advantage.

NORTH DOWNS.—James Williams, Oct. 21: The reason of the prices getting higher is, we are working the sump winze end, in the 70 west, under great disadvantages. In the first we have a quantity of water to contend with, both at shaft and in the sump winze. At the latter we have over 20 fms. to wheel the stuff, after which 10 fms. to draw it by tackle, and I am sure you must know to work a mine like this is very expensive; however, we have a winze sinking in the back of this end, which when communicated will facilitate the driving of this very much. With regard to the samplings, I have done my best to raise as much ore as possible, and would be only too glad to put double the quantity into the market. I think you will find the average getting will not amount to 3l. 3s. per man, instead of 4l. per man, mentioned in your letter.

NORTH LOVELL.—J. Rowe, Oct. 27: The engine-shaft is sunk 6 fathoms below the 12 fm. level; we have had a hard bar of ground to sink through, which contracted the size of the lode; the ground is improving considerably the last 2 ft., and the lode is larger than I have ever seen it before; it is now 14 in. wide, and produces tin worth 8l. per fathom. We have two men sinking the shaft, 12 ft. long, at 20l. per fathom. The 12 fm. level is driving east by four men, at 3l. per fathom, lode worth 3l. per fathom; this is opening stoping ground, but our main object in driving this level is for ventilation, and to reach a shaft where we broke some good tinstuff in the last working. Our prospects in North Lovell, I am glad to say, are very good. We have a very kindly lode 10 fms. to the north, and as soon as we can sink to the 22 fm. level we shall cross over to the other lode, with good prospects of meeting with a good one.

NORTH TANKERVILLE.—R. Waters, Oct. 24: In handing you my report for the general meeting, to be held at the company's office on Oct. 26, I be to observe that the principal lode upon which we intend operating, and to work which we are now sinking a new engine-shaft, is in a direct line with the celebrated Old Snailbeach Mine, and is recognised as the Snailbeach lode. A considerable band of shale runs between the two mines, and inasmuch as great runs of lead ore were met with to the east of that channel of ground in the one case, a similar deposits of ore may reasonably be expected in North Tankerville, to the west of it in the other case. The direction and underlie, as well as the general composition of the lode, are identical in both mines; and my experience of the conditions under which successful lead mining is being carried on in Shropshire leads me to the conclusion that a lode running east and west through the strike of the country, underlying contrary to the dip of the beds, and being charged at the outcrop with sulphate of barytes, carbonate of lime, and lead mixed throughout (see Snailbeach and North Tankerville lode), must be rich in mineral treasure, and must be highly remunerative to those who work it vigorously. This district, differing from most others, is noted for large bodies for lead ore. The lodes not only make rich to the surface, but go on increasing in productiveness as you keep boring down into the rocks, the mines of greatest fame in the locality at this moment being those which have been sunk deepest. The great object you have in view is to follow in the wake of Snailbeach, in further advance of which a new engine-shaft is being sunk to go down perpendicular 25 fathoms, at which depth the great lode in question will be inter-sected, and the sinking afterwards be carried on upon the underlie of the vein. Thousands of tons of barytes have been sold from the back of the lode west of shaft, and in working the barytes branches sometimes rocks of solid lead ore were met with, that being so near the surface warrant the finding of good runs of ore as we go down into deeper sections of the mine. I have to add, in conclusion, that tenders for a new 20-in. cylinder-engine, according to the specification sent you on Friday last, will be received to morrow. No time shall be lost in pushing the shaft, and getting the machinery into place for the efficient working of the mine. The present depth of the engine-shaft is 7 fms. 3 ft., going down in the country away from the lode is in hard ground, but during the next 10 fathoms a favourable change may be expected, for the influence of a great lode like ours is likely to extend in the direction of the shaft.

OLD GUNNISLAKE.—F. Phillips, Oct. 26: Since last week's report I have put the men at the new shaft to cross-cut further north, and find the principal part of the lode standing in that direction; it is nearly 4 ft. wide, composed of capel, prian, tin, and a little yellow copper ore, which I think will be found pretty good work. There is no change in the cross-cut.

OLD TREBURGETT.—Capt. Hancock, Oct. 26: In the engine-shaft the men have finished fixing the plunger-lift at the 10, or bottom of the perpendicular shaft, and no time will now be lost in pumping out the water below through the underlie shaft, which we have here joined, and also cutting down or enlarging the same as we descend. We have cleared the 10, south of the engine-shaft, to its end, which is within some 16 fathoms of John's shaft. There is a great deal of the capel part of the lode standing in this level, from which we have broken some good silver ore and silver-lead; it also contains a good deal of blende, producing in places of the latter 2 tons to the fathom, in stones of which can be seen silver. The lode in the end of this level is from 2 to 3 ft. wide, composed of flookan, spar, mundic, and white iron, with spots of lead; I should advise driving this end a few fathoms further. The lode in the deep adit end, beyond John's shaft, within the last few days has very much improved, producing white iron, mundic, copper, blende, and lead; of the two latter minerals about 1 ton of blende and 6 cwts. of silver-lead to the fathom—a very kindly lode. We shall at once open another shaft to get into the south part of the mine, which is stated to be the richest part for silver. We have nearly completed a reservoir, and when finished we shall commence dressing operations. At the Grinder shaft we have succeeded in forking the water to the bottom, and find the shaft to be about 20 fms. from surface; we have cleared up the levels, and found three lodes of great promise. No. 1 is a north and south lode, about 3 ft. wide, composed of a great deal of sulphur, mundic, quartz, capel, and in places spots of silver-lead. No. 2 is an east and west lode, which from its bearing we believe to be what is called the Old Treburgett caunter lode, which produces a great quantity of silver-lead in the old mine; this lode is about 2 ft. 6 in. wide, composed of soft quartz, mundic, flookan, and in the footwall good bits of silver-lead; both the lodes, from their bearing, will come into the shaft in about 10 or 15 fathoms below the present depth. In driving east on the latter lode about 30 fathoms the third lode has been intersected; it is 3 ft. wide, of a most beautiful character, composed of soft quartz, white iron, mundic, flookan, and particles of lead. There is a very large stream of water coming from this lode, which is a good indication. The east and west lode, east of the latter, appears to have just formed again, being about 2 ft. wide, and containing a great deal of white iron, which is considered in this district a good feature for the production of silver and lead. The country about these lodes is everything that can be desired for the production of argentiferous minerals in paying quantities, being a good killas, or clay-slate; and taking into consideration the amount of ore and profits derived from the old mine, the extent of ground you have on the run of these lodes, especially the east and west one, I recommend a vigorous prosecution of this undeveloped part of the property.

PEDN-AN-DREA UNITED.—Wm. Tregay, J. Thomas, Oct. 22: Sump: The shaftmen are engaged fixing timber in the engine-shaft, securing ground, and bringing down rods, and are proceeding with it as fast as possible, but we have had more ground giving way requiring to be secured than calculated on, which has prevented our completing the work as early as anticipated; we hope to complete this by the end of this month. In the 140 west end the lode is worth 10l. per fathom. The pitch in the back of this level yields 10 cwts. of black tin per cubic fathom; the lode is 12 ft. wide. In the 120 east the lode is worth 6l. per fathom. In the 120 west, on the north lode, the lode is worth 12l. per fathom. In the 47, east of the 100 fm. level rise, the lode is worth 16l. per fathom. We are cross-cutting further north at this level to discover the lode west of the cross-couise.—Cobbler's: In the 130 west the lode produces occasional stones of tin, and is a very promising lode for improvement. In the 120 west the lode is worth 15l. per fathom. North Mine: In the 90 east the lode produces occasional stones of tin, and lets out much water. In the 90 west the lode is worth 15l. per fathom; the 80 east, 6l. per fathom; the 80 west, 10l. per fathom; the 70 west, 7l. per fathom; the 60 east, 10l. per fathom; the 60 west, 40l. per fathom; the

25 east, 12l. per fathom; the 55 west, 20l. per fathom; the 47 east, 15l. per fm.; the 47 west, 6l. per fathom.—Cardozo's: The shaftmen are still timbering and securing the top of the shaft, and we hope to get ready for hauling next week. We sold on Wednesday at Carvedras 13 tons 17 cwts. 1 qr. 8 lbs. of black tin for 1061l. 6s. 8d. No other changes to report.

PENHALLS.—S. Bennett, W. Higgins, Oct. 25: In the past quarter a rise has been put up in the back of the 80 on the north side of the last gossan cut, in which the lode was found 1½ ft. to 9 ft. wide, tinny throughout, and worth about 7l. per fathom, subsequently the cross-cut was continued 3 fms. further north, and intersected it there also. At this point, however, it is much smaller, and dry, therefore we are doubtful whether the part cut is all the lode. The stope in the back of the 70 continues worth 12l. per fathom. The 60 west end has produced a small quantity of tinstuff, but not of much value. The same level east on the "downright" lode has been throughout the quarter unproductive. The stope in the back of the 50, on the north lode, is worth 7l. per fathom. A pitch in the back of the 50 east is worth 12l. per fathom, and another in the bottom of the 50 west, on the new lode, 30l. The 50 east end, on the "downright" lode, is still poor, and moreover does not seem to drain the water from the flat-rod shaft, consequently we are making the necessary preparations for pumping the water out. A stope in the bottom of the 44, on the Pink lode, is worth 8l. per fathom. At the flat-rod shaft the adit level east has been holed to the rise above the 10. The stope above this is worth 20l. per fathom. At the Pink Mine, the 60, west of Glyma, is producing a small quantity of tinstuff, and the 50 west contains a large lode, worth 10l. per fathom. The 40, east of Shop shaft, is worth 7l. per fathom; the 17, west of Sarah's shaft, 6l. per fathom, and the 14 east 8l. per fathom. The stopes above these levels are worth respectively 7l. and 15l. per fathom. The clearing of the West Pink shaft is being proceeded with, but its bottom has not yet been found. On the whole, the mine looks much the same as three months since, and notwithstanding frequent fluctuations in the value of the different points, we think the mine will continue profitable to the shareholders.

PENHALE UNITED.—R. Pryor, H. Bennetts, J. Pryor, Oct. 26: Phillips's Engine-Shaft: The lode in the stopes in the back of the 110, north of shaft, is worth 20 cwts. of lead per fathom; in this level, driving south of ditto, the lode is worth 7 cwts. of lead per fathom, and of good appearance. The lode in the 100, driving south of shaft, is worth 4 cwts. per fathom—a kindly lode.—Hall's Shaft: The lode in the 110, north of shaft, is worth 4 cwts. of lead per fathom. In the 80, driving north of ditto, the lode has undergone a very favourable change; this is a great point, as it is nearing the No. 1 eivan course. No change to notice in any other part of the mine since our last report. Friday next being our pay and setting a full report shall be sent you.

PENHALE WHEAL VOR.—Wm. H. Martin, Oct. 25: All our operations are much the same as reported last week, excepting the engine-shaft sinking under the 130, where our progress has been extraordinary, and the shaft is now down 6 fms. 1 ft. The 130 fm. level cross-cut is driven north 6 fms. 2 ft. 6 in.

PERKINS BEACH.—E. Davies, Oct. 27: The great improvement in pump I reported on the 13th continues. Walker's sump is also improving. The tramroad put down in pump-sump is found to answer so well that a similar one will be placed in Walker's. The 20 fm. level west drivage has unwatered both these sumps, and the water now flows to the engine. We have entered the eastern portion of the pump ground with some ore in it, which is looking very well, and we daily expect a great improvement. We shall now commence opening up No. 2 caunter at this level, out of which former workers took good ore, the belief being that the run of ore continues to go down. We shall sample 20 tons on the last day of this month, as usual.

PERRAN CONSOLS.—James Nance, Oct. 25: Flat-rod Shaft: The lode in the 90, driving east, is presenting an encouraging appearance, being composed of capels, spar, and peach, also producing more tin. In the 80, west of shaft, the ground is favourable for driving; the lode is 2½ ft. wide, yielding stamping work, and, judging from its present indications, it will shortly be more productive. In the 20, east of shaft, the lode is still very large, producing an abundance of mundic, together with a little copper, and worth for tin 5l. per fathom. In the stope in back of this level the lode is 4 ft. wide, worth for tin 6l. per fm. In the 20 west we are driving on the north part of the lode, carrying about 3 ft. of it, and worth 3l. per fathom. In the stope in back of this level the lode is 6 ft. wide, worth 8l. per fathom. We are putting up a rise from the back of this stope, to communicate with the level above for ventilation. The lode in the rise in back of the 10, against the western shaft, is producing saving work. The men in the adit are engaged in putting in footway and dividing and casing down the western shaft, to facilitate the working in this part of the mine.

PLYNLIMMON.—J. Paull, Oct. 27: The new 50-ft. water-wheel for pumping was started yesterday, and it works admirably. During the time of changing the line of rods, bobs, &c., from the 40-ft. wheel to the new one, and having such very wet weather, the water has risen considerably in the mine, but in eight or ten days will be pumped out again, when all the underground works will go on without further interruption.

PRINCE OF WALES.—J. Gifford, W. Gifford, Oct. 25: In the 77 east we have began taking down the lode, which, so far as seen, is 3 ft. wide, worth 10l. per fathom. In the 77 west we are driving by the side of the lode. In the 77 fm. level cross-cut south we have cut an increase of water, which indicates we are near the lode. The stope in the back of the 77 east is worth 8l. per fathom. In the 65 west we are driving by the side of the lode. In No. 2 north lode, at the 65 west, the lode is 2½ feet wide, composed of capel, peach, prian, quartz, and mundic. We have two stopes in back of the 65 east, worth on an average 10l. per fathom each. The stope in the back of the 65 west is worth 12l. per fathom. The stope in the bottom of the 55 west is worth 10l. per fathom. The stope in back of the 55 east is worth 12l. per fathom. The stope in back of the 45 west is worth 6l. per fathom.

PRINCESS OF WALES (Callington).—J. Foote, G. Rickard, Oct. 26: Harris's engine-shaft men are at present engaged in fixing standing lift from the 35 to the 20, putting in an additional piece of main rod, with the necessary stays, &c.; this work we hope to have completed by the end of this week, which will place us in a position to make more rapid progress in sinking the shaft for another level. We have no change in either of the ends calling for any remark.

QUEEN.—W. Knott, Oct. 26: The lode in the 20, south of engine-shaft, is 3 in. wide, worth 8l. per fathom for tin. No lode taken down in the 30, at Cock's shaft, since last report.—Silver Department: The lode in the western shaft is 2 feet wide, composed of flookan, prian, and carbonate of iron, with occasional stones of silver ore of moderate quality; six bags broken from this end within the week. The lode in the 10, west of Paull's winze, is producing saving work for silver. The engineers are making good progress in the erection of the engine.

REDMOOR.—F. Bennetts, Oct. 27: The lode in the winze sinking below the level from the winze is not so large; it is worth 7l. per fathom, sinking by six men, at 3l. per fathom. The lode in the stope, east of the footway-shaft, is worth 7l. per fathom; stoping by eight men, at 1l. 15s. per fathom. The lode in the stope in the bottom of the adit, west of the winze, is worth 4l. per fm.; stoping by six men, at 1l. 16s. per fathom. The lode in the stope in the back of the adit, west of the rise, is worth 8l. per fm.; stoping by six men, at 3l. per fm.

RHYDTALOG.—J. Dunkin, Oct. 26: The engine-shaft on the main lode, sinking below the 15, is producing 1¼ ton of good silver-lead per fathom. The 15, on the same lode, west of cross lode, is improving as we progress, now worth fully 10 cwts. per fathom. The 15 north, on the north and south lode, is easy for driving, and will shortly intersect the new lode. Other operations are progressing favourably.

ROCHE CONSOLS.—Thomas Parkyn, Oct. 27: The engine is all delivered on the mine, and I am pleased to say that it generally is looking well. You have a good bargain in this purchase; you would have to pay at least 200l. more for such an engine, and I consider it complete as it is now delivered, to be fully worth it. The engineers say this also. The boiler is a splendid one; in fact, it is a new one, and cost 160l. only a short time since. We are building a smith's shop, and are taking out ground for carpenter's shop, &c. This I shall build cheaply, with wood side posts, and thatched roof. The smith's shop is stone, and the roof will be ragged. The carriers are carrying stone every day, and the masons commence building the engine-house to-day. I shall push on everything with all the dispatch possible. We have not done anything on the new south lode since my report last week. The water is up to the back of the level. I have the men about other work. I will report how we progress next week.

ROSEWALL HILL AND RANSOM UNITED.—J. Daniel, Wm. Bugelhole, Oct. 26: Standard Lode: The lode in the 110, driving east of Ransom shaft, is 18 in. wide, worth 7l. per fathom. The lode in the 100, driving east, is without change since our last report. The lode in the stopes in the bottom of the 90, on the north part, is still 2 feet wide, and worth 35l. per fathom. We expect to communicate the winze sinking below this level with the 100 by the end of this week, which will greatly facilitate the transit of stuff from the stopes; lode in the present winze 1 ft. wide, producing a little tin. The lode in the 80, driving east, is small at present; we have met with a slide in the end, which has contorted the lode, however; from what we have seen in the tribute pitch in the back of the 90, we anticipate a speedy improvement here. The lode in the 70, driving east, is 9 in. wide, worth 6l. per fathom. The lode in the 50, driving east, is 6 in. wide, yielding saving work for tin. The lode in the 30, driving east, is 1 ft. wide, worth 8l. per fathom. The lode in the 20, driving east, is 1 ft. wide, worth 8l. per fathom. We have cut the lode in the 90 fm. level cross-cut, north of the Standard lode, which is 1 foot wide, and produces good stones of tin; we shall be able to say something of its value after we have opened on its course a little. The 100 fm. level cross-cut is without change.—Eastern Carbona: The lode in this carbona, stoping in the back of the 100, is 5 feet wide, and worth 15l. per fathom. Our tribute pitches, on the whole, are improved since our last report.

SOUTH CONDURROW—*(Special Report).*—W. Pascoe, Oct. 25: West Basset Lode: King's shaft is sunk to the 93, and the different levels driven east and west of the shaft from the 93 to the 51, the lode varying from 1½ to 3 feet in width, with a sameness in character throughout, made up of friable quarts, prian, and flookan, with a little tin in places, which may be taken away with a little profit to the adventurers. Fraser's shaft, in the eastern part of the sett, is sunk 9 fms. below the adit under the lode; in a few days it will be down to the 10 fm. level, when the lode will be cut and opened on by levels. The adit level is driven 22 fms. east of Fraser's shaft; in this drivage the lode is from 1 to 3 ft. wide, composed of soft spar and prian, with a little tin in places; the lode has much improved, being now 3 ft. wide, and worth for tin 35l. per fathom.—Tin Lode: In the 82 fm. level cross-cut south, 26 fms. west of King's shaft, the last 6 or 9 fms. are in the tin capel, without the south wall. In the 71 fm. level the south part of the lode is being opened on by level east and west of the cross-cut; these ends are worth 10l. per fathom each. The 72 is driven 30 fms. west of the cross-cut; the lode is very large, and in places worth fully 30l. per fathom. The 61 is driven 75 fms. west of King's shaft; this level is in productive tin ground for most of the drivage; in the last 28 fms. the lode is 3 ft. wide, and worth from 35l. to 37l. per fathom. The back of this level is about to be stoped by twelve men, where the lode is also worth 35l. per fathom. The 61 fm. level is being driven east on the north part of the lode; this part of the lode is fully 10 ft. wide, and worth 8l. per fathom. The winze sunk in this level is 12 fms. in advance of the 72 fm. level end, and is down 9½ fms., the lode in which has varied in value from 10l. to 20l. per fathom; in the last foot or two, judging from the rich stones of tin broken, the lode has much improved, but the bottom of the winze could not be seen in consequence of the water. The bottom of this level (the 61) is being stoped by 24 men, in four pares, the lode varying in value from 15l. to 35l. per fathom. In reviewing the mine I would observe that the prospects are very encouraging. The 61 fm. level, being the farthest west, is opening up rich tin ground. The winze below this level, and 12 fms. before the 72 fm. level end, looks well for the extension of tin ground westward. The deep adit level in the eastern part of the mine is also an important point; the ground being easy it can be worked cheaply from Fraser's shaft.

SOUTH DARREN.—J. Boundy, Wm. H. Boundy, Oct. 22: The lode in the 70 west is 3 ft. wide, yielding good stones of copper and lead ores, and presents every promise for a much greater improvement shortly. The lode in the 70 west is presenting a better appearance as we are nearing the shoot of ore seen in the level above. The stopes over the back of the 70 are much the same in value as for some time past. In the 60 west the lode is producing a little lead and copper ores, with favourable indications for improvement. Nothing new to report on in any other part of the mine. The surface work is being urged on as fast as possible.

SOUTH HERODSFOOT.—W. Goldsworthy, Oct. 26: We are forcing on the driving of the 100 north and east as fast as the nature of the work will admit; but there is no particular change to notice since last reported on.

SOUTH MERLLYN.—Oct. 27: The only change to report here since my last is that the lode in the sump sinking below the 80 yard level, south from Vickers's shaft, has improved in value. All other points of operations proceeding well.

SOUTH VAN.—J. Richards, Oct. 27: There is no alteration to call for any remarks since my report of last week; all work progressing satisfactorily.

ST. JUST AMALGAMATED.—Richard Pryor, Thomas Gundry, N. Bartle, Oct. 25: Saveall's Lode: The lode in the rise in back of the 100, west of shaft, is 3 ft. wide, worth 4l. per fathom, and promising an improvement. The lode in the 90, driving west of shaft, is worth 10l. per fathom. The lode in No. 1 stope, in back of this level, is also worth 10l. per fathom; and in No. 2 stope, in back of ditto, the lode is worth 6l. per fathom. The lode in the winze sinking below the 76, west of shaft, is 3 ft. wide, worth 4l. per fathom. The lode in the 50, driving west of cross-cut, on Wheal Bozands lode, is worth 4l. per fm.—Owl Lode: The lode in the 40, driving north of Reddipper shaft, is 2 ft. wide, worth 6l. per fathom.—Pryor's Lode: The lode in the 30, driving west of rise, is worth 3l. per fathom; and in this level, driving west of shaft, on Wheal Wilden lode, is also worth 3l. per fathom. The lode in the 20, driving west of cross-cut, on Wheal Dower lode, is worth 6l. per fathom. Other places are much the same as when last reported on.

TAMAR VALLEY.—John Goldsworthy, Oct. 27: The rise in back of the 37 is communicated with the 27, which gives good ventilation; this rise has opened up good tribute ground. The driving of the 37 south is being forced on with all speed; the lode is 2 ft. wide, of a very promising character, and producing good stones of silver-lead ore. By the dip of the ore in the rise an early improvement is expected. In the 27, driving south, the lode to the south of the slide is opening, and producing fine stones of silver-lead ore. I look forward to an early improvement. The tribute pitches are turning out their usual quantity of ore. The dressing, together with the usual work throughout the mine, is progressing satisfactorily.

TANKERVILLE.—A. Waters, Oct. 27: Watson's shaft, below the 92, is down 8 fathoms; the sinking goes on slowly, there being no wall to cut to, and the holes in the solid lead bring out very little comparatively at a blast. We think now of sinking 3 fathoms further, and then drive east and west in the 102; this will enable us to open up the section of the lode between Watson's and Brown's shafts sooner. If we stop short in the 102 we shall start earlier to sink for the 114. The stopes throughout the mine never looked better than now. Other points are progressing favourably. Splendid draught in underground chimney to-day, and surface works going on fairly. Yesterday we sold 75 tons of lead ore, at 12l. 5s. 6d.

TAN-YR-ALLT.—W. T. Harris, Oct. 26: Engine-Shaft: The lode in the 24 west is 2 feet wide, yielding fine stones of lead. The level west is also yielding good stones of lead, and improving. The lode in the 14 east is 6 feet wide, of a beautiful character for producing lead. The stopes in the bottom of this level are the same as last reported. The winze in bottom of this level is suspended in consequence of water; the lode yields good stones of lead. Our winding machinery is complete, and by to-morrow evening we shall have the shaft in readiness for winding from the bottom level.

TEIGN VALLEY.—John Cornish, Oct. 26: The lode in the adit level, driving north, is quite 4 ft. wide, and fully the width of the end, accompanied by a flookan on the east or hanging-wall side. It consists of quartz, capel, and much sulphurous mundic, which is occasionally spotted with lead. The ground is becoming better for progress, but as the end advances from the end of the air-pipes the air is becoming impure. We should, therefore, have 15 fms. or 20 fms. of zinc pipes more at once to push on the end as fast as possible. To accelerate this much more economically a tramroad should be at once laid down for the removal of the stuff. A few tons of barytes, according to instructions, have been forwarded to a gentleman for experiment, and I certainly think the result will be satisfactorily successful.

TERRAS.—John Edwards, Oct. 22: Edwards's lode in the 20, driving east from shaft, is opening larger, now 2¼ ft. wide, producing rich stones of tin. I have put four cartloads in the stamps; it is coming out very well. The stope in this lode is producing some good work for tin. I am well pleased with its appearance. I have broken some excellent stones of tin from the new lode in the deep level. We have tight work, I assure you, to break and quarry, owing to the scarcity of labour, and the wet weather being against us, our works being open.

— John Edwards, Oct. 26: I am glad to hear we are to have a stone-breaker, as we have great trouble to get the stone spalled for the stamps. Edwards's lode is turning out very well. I have put four heads of stamps on work from it and the new lode in the deep level. I have four miners on Edwards's—two driving the end, and two stoping the back; and there are two men opening the new lode in the deep level by night; we keep the deep level driving at the same time. We are rapidly proceeding with covering in our rocks and floors. Are we to sell our tin this month? We have broken some rich tin in the eivan to-day—very good. This branch, that was merely a vein, has opened out to 6 in. wide. Our prospects are greatly improving.

TREREW.—Oct. 24: The lode in the 32 end is split into three parts, and is hard and poor, but the western wall is composed of clay and peach, and from the appearance of the east and west parts they will be together again before long. Since our last report we have had a very kindly lode in the 20 fm. level; there have been several kibbles of good work drawn, some splendid stones of lead 4 or 5 lbs. each, but the end is not looking so well as it was; something came across the end which turned the lode a little and lessened the lead, but it is still a very kindly lode. The men are not able to work in this end just now, in consequence of bad air, but we intend putting in air-pipes, &c., which I think will put it right, and that will be done to-day. There has been a little lead found in the lode in the Moor shaft; the lode looks very kindly, and the shaft quite dry.

VAN CONSOLS.—T. Corfield, Oct. 27: The sinking of Gundry's shaft is still proceeding very favourably; it will be an important point attained when we get this down to the depth for driving to cut the lode. In the deep adit level, east of this shaft, the men are getting on tolerably well with clearing; the level is everywhere nearly full of stuff, and all the timber rotten. There is no change to notice in other parts of the mine.

VAUGHAN.—Oct. 25: In the deep adit level cross-cut south the ground is composed of a light clay-slate, and small branches of carbonate of lime; let to six men, at 8l. per fathom. In the cross-cut, north of deep adit, we have passed through the lode about 4 yards, and reached the north wall; the lode is composed of a light clay-slate, branches of carbonate of lime, and stones of blende, but unproductive for lead. We have set the end to drive east by four men, at 6l. per fathom. In the western deep adit level, east of Frouferirg, the lode is about 1 yard wide, composed of clay-slate, flookan, and small strings of spar; let to four men, at 4l. 10s. per fathom. We have two men costeaning on Trodrheweiran Farm, through which three lodes are known to pass, and we intend opening on the back of them to see if the prospects are encouraging enough to drive a cross-cut north about 60 fms. to intersect the three at a depth of 50 fms. or more from surface.

WEST BASSET.—G. Lightly, Oct. 26: With the exception of the winze below the 124 west, in which the lode has been lately rather more productive of copper ore—at one time to the extent of 3 tons per fathom—there has been no alteration of importance in the underground operations during the past week.

WEST CARADON.—N. Richards, Oct. 25: Marina's Shaft: Allen's lode, at the 55, west of cross-course, will produce full 2½ tons of copper ore per fathom. In the same level, east of cross-course, the lode will produce 2 tons per fathom. The winze sinking below the 42, east of cross-course, on this lode, is worth 1 ton per fathom, and likely to improve. The lode in this level, driving east of cross-course, will yield ½ ton per fathom. The same lode, west of cross-course, will yield a little ore, but not sufficient to value, but is a kindly looking lode; I have put two men to sink about 5 fathoms behind this end, with a view of testing the lode, and find it to be worth full 3 tons per fathom; this looks well for this piece of ground west of cross-course. The rough weather we have had the past week has very much impeded our surface operations.

WEST GWM ERFIN.—October 24: The cross-cut north from the adit level is being driven forward, and we are frequently meeting with joints which contain spar and spots of lead and copper. There is also a great quantity of water issuing from the forebreast, and evidently we are approaching very near a lode.

WEST ESGAIR LLE.—R. Harvey, Oct. 27: The ground in the cross-cut, east of old workings, is favourable for driving, composed of clay-slate, branches of spar, and sulphur, with spots of lead ore. We have commenced to drive east of the engine-shaft in the 10 fm. level, on the north part of the main lode, for the purpose of having a direct communication to the stope; this will be completed in about 8 fms. driving, and will greatly facilitate our working, and effect a great saving. This stope has much improved during the past week. We are pushing on with our dressing as fast as possible. All the machinery, &c., is in good working order.

WEST GODOLPHIN.—John Pope, Oct. 26: We have a good improvement in the South Hope lode, worth 20l. per fathom. The deep adit level will shortly be brought in under the point of improvement a depth of nearly 40 fms. from surface. Full report for committe meeting on Tuesday next.

WEST JEWELL.—John Mayne, October 27: In Greene's engine-shaft we are progressing as fast as possible in putting down the pitwork, preparatory to the engine being put to work. There is no alteration in any of our tutwork bargains since last week, in consequence of the men being engaged in surface operations. In the tribute pitch which we set at 7s. in 1l., in the back of the shallow adit, the lode has considerably improved, and now worth 40l. per fathom. The other pitches are looking much the same, and producing their usual quantities of tin. The water-stamps are working well, and the tinstuff is quite equal to my expectation. We shall put an additional number of heads to work as soon as the water increases.

WEST MARIA AND FORTESCUE CONSOLS.—Wm. Skewis, James Donnal, Oct. 27: West Maria Lode: There is no change of any importance in Willesford's shaft, sinking below the 71. In taking down the lode in the 71 east there is a poor floor coming down over the end; this for the time has reduced the value, but we believe it will be only temporary, as the same thing is seen in the stope in the back of this level. The lode in the stope in the back of this level is worth 30l. per fathom. The lode is not taken down in the 71 west as yet; the same remark applies to the 60 east. The lode in the two stopes in the back of the 60 east is worth 15l. per fathom each; and in the stope in bottom of this level, west of shaft, 20l. per fathom. The West Maria lode is not yet seen in the 60, west of Devon Consols lode.

WEST PANT-Y-GO.—Oct. 26: The lode in the 110 fm. level, driving east from No. 1 winze, is without any material change since my last. In the past week we have fixed the 6-in. lift in No. 1 winze, connected the line of rods to the same from the 90 fm. level, which are working remarkably well. We got everything in order just in time for the increase of water, which is daily coming in on us. In the 75 fm. level cross-cut, north from Bramwell's shaft, I see no alteration worthy of remark. In the 105 yard level cross-cut, south from engine-shaft, the ground is much the same, but with very favourable indications from the cross lode on which we are driving. Our tribute pitches continue much the same, with the exception of the one where I put the men to open into the south side, between the 105 yard and the 66 fm. levels; this piece of ground is looking much better as far as we have seen, but in consequence of the old workers filling the place with deads we cannot open any further without clearing it, which will require some few days; but no time shall be lost in so doing. I have sent down our timberman to-day, to remove some of the old and replace it with new timber, so as to make it more secure for the men to go on clearing the stuff, which I think we shall do in about a week or so, if all goes on well. With regard to the costeaning in Mr. Lloyd's field, we have discovered several branches or outcrops of what I consider to be lodes; we shall still continue to open out south on the backs of the lodes, in order, if we can, to discover anything more worthy of notice. All other operations throughout the mine continue much the same.

WEST ROSEDOWN.—John Truscott, Oct. 24: Setting Report: To drive west on Rosedown lode, in the 90 fm. level, 2 fms. stent, by four men, at 9l. 10s. per fathom, measured 1 fm. 3 ft. 6 in., producing occasional stones of ore. To drive west on Rosedown lode, in the 80 fm. level, 2 fms. stent, by four men, at 9l. 10s. per fathom, measured 1 fm. 4 ft. 6 in.; the lode is 2 ft. wide, producing stones of ore. To drive the cross-cut north, in the 85 fm. level, 2 fms. stent, by six men, at 14l. per fathom, measured 2 fms. 1 ft. To drive the cross-cut north, in the 75 fm. level, 2 fms. stent, by six men, at 12l. per fm., measured 2 fms. 1 ft. 6 in. To drive the cross-cut south, 1 fm. stent, by six men, at 10l. per fathom, measured 1 fm. 2 ft. Since my last report we have passed through another small branch, about 3 in. wide, composed of quartz, underlying south.

WEST STIPERSTONES.—R. Waters, Oct. 24: In submitting my report for the consideration of the board of management, which is to hold its meeting on Wednesday next, I have much pleasure in acquainting you that all the preliminary work necessary to our entering upon the full development of the various lodes in the company's property, and of the Roman vein in particular, is accomplished, and the sinking of the new engine-shaft below adit will be proceeded with at once. We calculate having to sink 12 fms. below adit to cut the Roman vein, which work will probably be performed in four months from this time. It is expected, however, that in sinking we shall drain the lode as we go along, and if so the winze below the adit, on the bunch of lead ore, will be carried on simultaneously with the engine-shaft. The adit south has been driven altogether by the company 20 fathoms, and is going forward across the line of the Stiperstones main lode. We have put the large reservoir in good condition, laid down 213 fms. of 24-in. launders, with stands, stays, &c., built wheel-pit, put up a 30 ft. by 2 ft. 6 in. breast water-wheel, to which pumping and winding gear are attached.

— R. Waters, Oct. 27: We commenced pumping yesterday, and I am glad to say things went off first-rate, in fact I never saw a water-wheel work better. We have a full supply of surface water, and the water in the shaft is being drained at the rate of 5 feet an hour. Owing to the pay being to-morrow, we shall not recommence sinking the shaft before Monday next.

WEST TANKERVILLE.—A. Waters, Oct. 27: We are progressing rapidly with the drainage of the extensive workings on the Wood vein, the engine-shaft being cased and divided, with permanent footway fixed to the 27 fm. level, and the water in fork 12 fms. below that point. Our next report will, in all probability, contain particulars of the 48 fm. level, to which depth we shall by that time have reached. We have built loading for balance-bob at surface, got the bob in place, and are now preparing balance-rods, connection, &c., and hope to get this important auxiliary at work in a day or two. At the double pit (in future to be called Lawrence's shaft) we are putting in footway, and hope soon to commence clearing up the stuff, which has, it would seem, formed a choke just above the 27. There is no doubt on our minds about finding good runs of ore when this part of the company's property is put into working order. The next three months will eliminate the question.—California: The new engine-shaft is now 4 fms. below the upper adit; the lode is large, composed of carbonate of lime, blende, and lead ore, with patches of slaty rock, characteristic of the lead-producing veins of the neighbourhood. We have not yet cut through the lode, being anxious to push on the sinking to the middle adit, where all the lodes can be proved by cross-cuts.—North Boundary: We have not yet holed to the old shaft (which may not be down to adit), having some 3 feet further to drive the cross-cut. If needs be, we shall rise to communicate with the point in question.—South Boundary: The new shaft is suspended for the present, having failed to keep the water out with barrels. We shall be in a position, in the course of the next six weeks, to resume the sinking by the aid of flat-rods from the new boundary engine. The bed-plate, cylinder, fly-wheel, &c., of the said engine are fixed, and the masons have finished the flues around the boiler, and are now proceeding with the stack.

WEST WHEAL TREMAYNE.—S. Roberts, Oct. 25: We have cut the lode, or at least a part of it, in the 20 fm. level cross-cut, but, not yet being out of the cross-course we cannot see much of it. It is composed principally of peach and mundic, with a little copper ore. What we can see of it is about 6 in. wide. Park Toll shaft is down about 25 fms. from surface, leaving about 15 fms. more to sink to the 20. The lode is 9 in. wide, of much the same nature as for some weeks past.

WHEAL AGAR.—E. Rogers, Oct. 26: Setting Report: The engine-shaft to sink below the 140 by nine men, at 40l. per fathom, worth 15l. per fathom. The 140 to drive east of the shaft by four men, at 12l. per fathom; the lode at present is of no value. The same level to drive west of the shaft by four men, at 8l. per fathom; the lode is small. A stope in the back of this level by six men, at 6l. per fathom; the lode is worth 20l. per fathom. The 130 to drive east of the shaft by six men, at 10l. per fathom, worth 16l. per fathom. A winze to sink below the 130 by six men, at 12l. per fathom; the lode is worth 5l. per fathom. I expect to hole this winze to the 140 this week. A winze to sink below the 110, east of the engine-shaft, by four men, at 8l. per fathom; the lode is worth 5l. per fathom. The flat-rod shaft to sink below the 170 by nine men, at 50l. per fathom. To cut through the lode at the 170 by nine men, at 30l. per fathom; as far as we have cut into it, which is about 18 ft., it is unproductive. The winze to sink below the 150, east of the flat-rod shaft, by four men, at 7l. 10s. per fathom; the lode is worth 6l. per fathom.

WHEAL BULLER.—James Inch, Oct. 26: Setting Report: Hocking's shaft is sunk under the 102; this shaft is sunk under this level 6 fms. 5 ft., through a large lode, which has produced some fine stones of tin, set to nine men, at 30l. per fathom. The 102 to drive west on the north lode, by six men, at 11l. per fm.; the lode in this end is 4 ft. wide, producing tin and copper ore, but not enough to value. A rise in back of this level, on the cross-course, by two men, at 3l. per fathom. A winze to sink under the 80, on the cross-course, by two men, at 4l. per fathom; this winze is to be communicated with the rise in back of the 102 for ventilation. The 80 to drive west, on the north lode, by two men, at 12l. per fathom; the lode in this end is 4 ft. wide, producing tin and copper ore, but not enough to value. A winze to sink under this level, by four men, at 13l. per fathom, worth for tin and copper ore 12l. per fathom.—Stevens's Shaft: A stope in the west end of this shaft, by nine men, at 7l. per fathom, worth for tin 40l. per fm. A winze to sink under the 92, east of the cross-course, on the south part of the lode, by six men, at 14l. per fathom, worth for tin 12l. per fm. We also set five tribute pitches to 21 men, at an average tribute of 11s. in 1l.

WHEAL COURTENAY.—J. Gifford, Oct. 24: On Saturday last we set the deep adit cross-cut to drive north, by six men, stent the month, at 8l. per fm.; the ground in this end is strongly mineralised, with strings of quartz and copper ore.

WHEAL CREBOR.—J. Goldsworthy, Oct. 26: In the 117, west of Kelly's shaft, the driving is being continued by the side of the lode; the stratum is congenial for the production of copper ore. In the 120, east of Cock's shaft, the lode is in course of being taken down; the same is 3 ft. wide, composed of capel, quartz, white iron, mundic, and copper ore; the produce of the latter is 2½ tons per fathom—a very good-looking lode. No lode has been taken down in any other bargain throughout the mine since last reported. The work throughout the mine is progressing satisfactorily.

WHEAL FRANCO CONSOLS.—Wm. Doidge, Oct. 25: The lode in the back, west of Sutton's shaft, is much the same as last reported on. The sample referred to produced 7. The end east of shaft is being driven on the north part of the lode, which is composed of capel, spar, mundic, and spots of ore; we intend now to cross-cut south to prove the lode in that direction. We have cleared the level in the western part of the mine, which is driven in the country north of the lode, and is extended about 30 fathoms west of our shallow adit. The men are now engaged cutting through the lode a few feet behind the present end, which as far as seen is chiefly composed of capel, with spots of mundic. We shall commence dressing forthwith.

WHEAL FRIENDSHIP.—Oct. 24: Bennetts's Lode: The 170, west of the main cross-course, is being driven south to within 12 ft. of the perpendicular of the lode at the 150; here we have a little increase of water, which appears to be oozing out much stronger than usual, and we are expecting to meet with the lode daily. In the 150, west of Whitburn's cross-cut, the lode is not yet taken down, but we intend doing it next week. Three stopes in bottom and one in the back of the 150 will yield 1¾ ton of ore per fathom. One stope in bottom of the 140 will yield 1¼ ton per fathom, and one in the back 1 ton per fathom. No change in the 80 cross-cut south in the Glebe.

WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, Oct. 22: All the places are being pushed on as rapidly as possible; we hope to sample the stuff from each place against Wednesday, that we may calculate the exact value of the lode at each point: The particulars shall be immediately sent you. At present we see nothing calling for a remark.

— G. R. Odgers, W. Bennetts, Oct. 27: The lode in the 110 east is 20 in. wide, producing a little tin; we are hurrying this on with all speed. The lode in the 100 east is from 3½ to 4 ft. wide—a fine-looking lode, worth from 10l. to 12l. per fathom; we are pushing this on with all speed, to prove the course of tin driven through at the 90 fm. level. The men are making good progress with the sinking of the north shaft, which is producing stamping work. The lode in the 90 east is 18 in. wide, worth 12l. per fathom. The lode in the winze sinking below the 90 has made a squeeze, therefore it is not so productive; worth for 6 ft. long 25l. per fathom, or for 2 fms. long 50l. per fathom. We are pleased to notice that we have a good bunch of tin coming in again at the western end; this leads us to expect that the lode will resume its former value shortly. The lode in the 80 east is worth 12l. to 15l. per fathom. The lode in the back of this level is worth fully 25l. per fathom. The lode in the 60 east is worth 10l. per fathom. The stopes east and west of the cross-cut, on the dropper, are worth about 10l. per fathom. We are very busy sampling the last month's tinstone.

WHEAL KITTY (St. Agnes).—Wm. Polkinghorne, Stephen Davey, Oct. 22: New Shaft, Pryor Lode: In this shaft, below the 118, we have nothing new to report. In the 118, driving west of shaft, the lode is 2 ft. wide, worth for tin 7l. per fathom. In the 118, east of shaft, the lode is worth for tin also 7l. per fathom. In the 106, driving west of shaft, the lode is 3 ft. wide, worth for tin 25l. per fathom. In the 106, driving east of shaft, the lode is thrown south by a gossan. In the 94, driving west of shaft, the lode is worth for tin 12l. per fm. In the 94, driving east of shaft, the lode is worth for tin 4l. per fathom. In the winze below the 94, east of shaft, the lode is still south, but hope to cut it in a little further sinking. In the 82, driving west of shaft, the lode is worth for tin 7l. per fathom. The lode in the winze sinking below the 82, west of shaft, is 2 ft. wide, worth for tin 11l. per fathom.—Old Lode: In the 82, driving west of Holgate's shaft, the lode is yielding stones of tin.

WHEAL SPARNON.—Wm. Tregay, Oct. 22: In the adit east end the lode is still divided into branches of quartz, capel, gossan, &c., producing stones of tin; the ground is favourable.

WHEAL UNY.—Wm. Rich, M. Rogers, S. Coade, jun., Oct. 22: The sinking of Hind's engine-shaft below surface is being carried on by nine men, and below the 80 by the same number. We have also six men rising in back of the 150 to meet this shaft. It will take a fortnight longer to sink for depôt and cut tripplat in the 160 sump-shaft; when this is completed we shall force on the drivages east and west on the course of the lode. We are timbering and repairing the adit level before the wet season sets in. The 150 end east is worth 7l. per fathom; the lode looks likely to improve. The 150 west is worth 7l. per fm. The 140 east is worth 15l. per fathom. The 130 east is worth 12l. per fm. The rise in back of the 120 is worth 15l. per fathom. The 110 east is worth 10l. per per fathom. The 100 end yields excellent stones of tin. The rise in back of the 80 is worth 7l. per fathom. The 60 east is worth 15l. per fathom. The 45 east is improving as we leave the cross-course, now worth 14l. per fm. The 35 east is worth 12l. per fathom.

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending October 23 was 9498l. 8s. 5d.

*** With this week's Journal a Supplemental Sheet is given, which contains: A Progressive Series of Popular Lectures on Geology, No. II.—Large Quantities of Tin in Tennasserim—W. Jory Henwood's Work on Metalliferous Deposits, and Subterranean Temperature—Foreign Mining and Metallurgy—South African Diamond Fields (J. Gill)—Cape Colony, and the Diamond Fields—Prof. Goodeve's "Elements of Mechanism"—Invisible Postal Ink—Foreign Mines Reports—Patent Matters—Original Correspondence: Coal-Cutting Machinery; Shelton Bar-Iron Works; Truck System in South Wales; Rating of Mines, &c.; New Rock-Boring Machine; Neglected Mines in Cornwall; Wheal, Huel, or Mine? (T. E. W. Thomas, and T. A. Masey); Queen, King, and the Virtuous Lady Mines (T. J. Barnard); Wheal Grenville v. South Condurrow (J. Watson), &c.

Yudanamutana Copper Mining Company of South Australia.—We are requested to state, with reference to this company, that more than the minimum nominal amount of the small additional capital required has been subscribed by the shareholders.

The Arivaca Mining Company.—The explanation we gave in last week's Journal as to Mr. Hitchins's valuation of the ore to be raised here will be further attended to next week.

Mining in Ireland.—A number of substantial English capitalists have just completed the purchase of the iron, manganese, and copper mines at Glandore, county Cork, which have been known some time, but have not been thoroughly worked. The purchase of this mining property has been made through Messrs. Chadwicks, Adamson, Collier, and Co., of London and Manchester, and the proprietors of the company include the well-known names of Messrs. Peter Spence, J.P., Alderman Rumney, J.P., Dr. Edward Hunt, Benjamin Whitworth, J.P. (late M.P. for Drogheda), David Chadwick, M.P., and John Stuart, banker, Manchester. We hope they will be successful, and that their present venture will be the pioneer of many other profitable adventures in Ireland, by which its resources may be developed, and its people benefited.

Mining in St. Agnes.—The Polbreen Company, it will be seen, held their third account-day at the mine, on Saturday. The prospects of the adventure are so good that the shareholders decided on making a call of 15s. per share, being satisfied the money so raised would be sufficient, with extra exertion, to carry on operations to dividend. Some of the old miners estimate the value of the lode discovered during the past summer at 100*l.* per fathom. Capt. Nancarrow's estimate is more moderate, but still at a value ample for good and early dividends. The actual mining operations on this sett began only in February last, so that the shareholders are looking for their first dividend in 12 months from that date.

Tankerville.—On Wednesday 75 tons of lead ore was sold, at 12*l.* 4s. per ton, making, with the sale effected on Oct. 12, 150 tons the produce of the month. The lode in the shaft sinking below the 92 fm. level continues to look well, and will shortly be down to the 102 fm. level, having only 2 fms. more to sink to attain this depth; driving will then be commenced upon the rich lode, when increased returns and profits will be realised.

West Jewell.—This mine continues to open out exceedingly well. The lode in the 37 is now worth 40*l.* per fathom. The new pumping-engine is completed, and will go to work on Nov. 5. It is expected that at the first general meeting a dividend will be declared.

Mid-Wales.—It is understood that the liquidators have already made arrangements whereby the interests of the present shareholders will be protected, and an opportunity afforded them of retaining upon advantageous terms their holding in the reconstituted company. It is considered that a further small additional expenditure will be sufficient to place the mine in a profitable condition; and, therefore, it is much to be regretted that the members did not come forward to avert the necessity which has arisen to liquidate the present company, in accordance with the provisions of the Companies Act.

The Twerton Colliery, comprising about 200 acres, situated about two miles from Bath, and held under lease with 51 years unexpired, is considered to be capable of yielding 1800 tons per week for the remainder of the lease, and additional capital is now being sought for putting it in complete working order and continuing its development. A great extent of ground has been explored, but the colliery has but one pit; much small is made, owing to the mode of working; and various additions and improvements are required to place the property in a satisfactory condition. Mr. C. H. Waring considers the present pit and machinery capable of raising 600 tons per week, yielding a profit of 3000*l.* per annum, independently of any profit that may accrue from the manufacture of coke or patent fuel, and he estimates the cost of the new pit, machinery, &c., including a tramway to the Great Western Railway, at 15,000*l.* From three to four years will be required to sink the new pit, after which, taking the get at 90,000 tons per annum, the profit is estimated at 11,250*l.*, and the present gross value of the concern (exclusive of plant) is estimated at 56,250*l.* It is proposed to utilise the small coal by adopting Barker's process, estimated to give a n et profit of 7000*l.* per annum. The prospectus will, no doubt, be shortly issued.

West Rhoswyddol.—The work of driving the cross-cut to intersect the main lode at this promising young mine is being carried on with all possible speed, and although the ground is hard, and makes much water, favourable progress is reported. Some surface explorations recently undertaken show that the lode underlies more than was at first supposed, and also that its course has been heaved further north by the force of the Rhoswyddol and Cae Conroy veins, which, traversing this sett, form a junction with the main lode about the point where it is expected the cross-cut will intersect it: the length of the drivage will, consequently, be slightly increased, but a more than corresponding advantage is gained in the greater depth of backs obtained when the lode shall be cut. The late severe rains have seriously impeded the sinking of the shaft and the costeaning in the northern portion of the sett; it has, therefore, been deemed advisable to suspend these operations until the return of finer weather, and in the meantime to concentrate all the available power in the prosecution of the cross-cut, where the rock is growing gradually harder, and letting out a considerable flow of water, while many spots and occasional branches of ore are met with, accompanied by such general indications as are presented on reaching the immediate neighbourhood of a strong and productive lode.

The Brynambor Lead Mine (Cardiganshire).—We noticed a short time ago that a company was being organised for the purpose of re-working this well-known and valuable property, and we now understand that this has been successfully accomplished, and that active operations have been commenced, with every prospect of results at least equal to the anticipations of all those who know the mine. In order to have an official examination of the property, previous to commencing operations, we learn that the Chairman of the company, Mr. C. Campbell Downs, C.E., accompanied by Mr. Wright, the well-known engineer of London, visited it a few days back, and on their return have expressed themselves much pleased with the result of their examination. They report that the machinery, winding, pumping, and crushing, with the necessary water-wheel is in good order, and ready for immediate use, that a few days' work (which has already commenced) will be sufficient to repair the water-course, set the pumps going, and drain the mine, when the underground works can at once commence; and as it is undoubted that the water-power is practically unlimited, there can be no question that this work will be readily accomplished. The gentlemen named also devoted considerable time to obtain reliable information as to the condition and prospects of the underground works, the result being the conviction in their minds, as we are informed, that the mine is everything which has been represented or could be wished. We remember the Brynambor to have been a favourite mine with that excellent authority, the late Capt. M. Francis; and coupling this fact with the excellence of the district, the great advantages in the way of water-power, existing machinery, and now of easy land carriage, and the considerable quantity of pure lead ores which were actually obtained without the above advantages, when the mine was formerly opened, we doubt not that in a very few months we shall be able to congratulate the shareholders upon the possession of a property holding a very high place among the dividend-paying mines of Wales.

Guerrero (Gold).—Mr. H. W. Mathins has resigned the secretaryship of the Guerrero Gold Mining Company (Limited).

The Cornish Mine Share Market.—A fair amount of business has been transacted this week, especially in tin stock, and prices generally have been fully maintained as compared with last week's quotations. The tin market has been firm, although stationary as to prices, and the peace negotiations which have been initiated by our own Government this week have naturally tended to support both the tin and share markets. It is to be hoped that the paralysing influences of the war, which have operated so injuriously during its prevalence on trade and commerce, will be speedily dissipated by the establishment of peace on a sound and satisfactory basis. Our own mining industry, which has, perhaps, not been affected so much as some other industries by the continental strife, would, neverthe less, be sure to be beneficially influenced to a considerable degree by peace efforts being crowned with success.—*West Briton*

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—London, Oct. 28, 1870.

COPPER.	£	s.	d.	£	s.	d.
Best selected ..p. ton	68	0	0–	—		
Tough cake and tile	66	0	0–	—		
Sheathing & sheets..	70	0	0–	72	0	0
Bolts	73	0	0–	—		
Bottoms	73	0	0–	75	0	0
Old	60	0	0–	—		
Burra Burra	69	0	0–	70	0	0
Wire.....per lb.	0	0	9½–	—		
Tubes	0	0	10½–	—		
BRASS.	Per lb.					
Sheets	7½d.–	—				
Wire	7d.-7¼d.					
Tubes	9½d.-10½d.					
Yellow Metal Sheathing ..	6½d.-7d.					
Sheets	6d.-6½d.					
SPELTER.	Per ton.					
Foreign on the spot	£17	5	0–17	10	0	
,, to arrive ..	17	5	0–	—		
ZINC.						
In sheets	£22	0	0–23	0	0	
QUICKSILVER (p. bottle)			.....	8	18	0
TIN.						
English blocks ..	£129	0	0–130	0	0	
Do., bars (in brls.)	130	0	0–131	0	0	
Do., refined	133	0	0–	—		
Banca	126	0	0–127	0	0	
Straits	126	0	0–127	0	0	
TIN-PLATES.*	Per box.					
IC Charcoal, 1st qua.	1	7	0– 1	9	0	
IX Ditto, 1st quality	1	13	0– 1	15	0	
IC Ditto, 2d quality..	1	5	0– 1	6	0	
IX Ditto, 2d quality..	1	11	0– 1	12	0	
IC Coke	1	2	0– 1	3	6	
IX Ditto	1	8	0– 1	9	6	
Canada plates, p. ton..	13	10	0–14	10	0	
Ditto, at works	13	0	0–14	0	0	

IRON.	Per ton.					
Bars Welsh, in London	7	5	0–	—		
Ditto, to arrive	7	5	0–	—		
Nail rods	7	10	0–	—		
,, Staffd. in London	7	15	0– 8	0	0	
Bars ,, ditto	8	2	6– 9	0	0	
Hoops ,, ditto	8	15	0– 9	0	0	
Bars ,, at works..	7	15	0– 8	0	0	
Hoops ,, ditto	8	2	6– 8	5	0	
Sheets, single	9	10	0–11	0	0	
Pig No. 1, in Wales ..	3	15	0– 4	5	0	
Refined metal, ditto..	4	0	0– 5	0	0	
Bars, common ditto..	6	10	0– 6	12	6	
Do. mrch. Tyne or Tees	6	10	0–	—		
Do., railway, in Wales	6	0	0– 6	5	0	
Do., Swed. in London.	9	10	0– 9	12	6	
To arrive	9	15	0–	—		
Pig, No. 1, in Clyde ..	2	12	0– 3	0	0	
Do. f.o.b. Tyne or Tees	2	9	6–	—		
Do. Nos. 3,4, f.o.b. do.	2	6	6– 2	7	0	
Railway chairs	5	17	0– 6	0	0	
,, spikes	11	0	0–12	0	0	
Indian Charcoal Pigs, in London, p. ton..	6	5	0– 6	10	0	
STEEL.	Per ton.					
Swed., in kegs (rolled)	12	10	0–13	0	0	
,, (hammered)	13	0	0–14	0	0	
Ditto, in faggots	15	0	0–	—		
English, spring	17	0	0–	—		
LEAD.	Per ton.					
English Pig, com.	18	0	0–	—		
Ditto, LB.	18	2	6–18	5	0	
Ditto, WB	19	10	0–20	0	0	
Ditto, sheet	19	0	0–	—		
Ditto, red lead	20	10	0–	—		
Ditto, white	28	0	0–30	0	0	
Ditto, patent shot	21	10	0–	—		
Spanish	17	10	0–	—		

* At the works, 1s. to 1s. 6d. per box less.

Remarks.—The Metal Market has not undergone any important change since our last issue. There is always a certain amount of business going on to meet the daily requirements of home consumption, but beyond this there is little or nothing doing.

Copper.—The last charters announced from Chili being only for 200 tons, the market is firm, and rather more business is doing, at 62*l.*, our highest quotation last week, and 10s. more for best brands. In ordinary times such small charters as have lately been announced would have been followed by an advance in price and a large business, but in these days the utmost caution is exercised, and for the present the announcement of light charters fails to stimulate the market. Business has been done in English tough at 66*l.*, and best selected at 68*l.*

Yellow Metal is quiet, at quotations as above.

Iron.—However unwilling those interested in the iron trade may be to acknowledge the real state of affairs, it is no use endeavouring to deceive either themselves or the public with regard to the very critical position into which the trade generally is drifting. Great efforts have been made to stimulate production, and large forward contracts having been entered into at remunerative prices, the present sluggishness has not yet had very much effect upon the works. Many of the mills are still in full work, and the blast-furnaces keep pouring in their supplies as vigorously as ever. Perhaps for a month or two longer matters may go on much as usual, but by that time the American and Russian orders will have been completed, and there being no other contracts of any magnitude on the books, a period of slackness must be expected, for which it would be well to prepare. There are a few enquiries afloat for Swedish iron, but sellers, having already landed various parcels which were not sold for arrival, are unwilling to submit to such concessions as buyers demand. It might be different with respect to any parcels which may be still coming forward; and, judging from the state of the market, the probability is that, rather than incur the expense of landing and warehouse charges, holders might be disposed to accept the terms at which buyers are prepared to purchase. Scotch pig-iron has been quiet during the week, and not subject to any material variation in price. A moderate business has been done, at 51s. 4d. to 51s. 7d. cash. The market closes with buyers, g.m.b., 51s. 4½d., sellers 51s. 6d. The shipments for the week ending Oct. 22 were 14,298 tons, showing an increase upon the corresponding week of last year of 1757 tons, and a total decrease for the year of 23,309 tons.

Lead.—Prices continue firm, with a present upward tendency, but this is not so much the result of the amount of business doing as of the unwillingness manifested on the part of sellers to submit to lower quotations. It is thought that a change in the character of events may at any moment materially alter the position of the market, and that it is good policy on the part of sellers to wait the turn of the tide.

Spelter.—It is hard to say what the ultimate position of this metal may be. For some considerable time it has been very quiet, and the tendency of prices has been downward. There is little or no demand at the moment, and quotations continue as before—Silesian, 17*l.* 5s.; Belgian, 17*l.* Hard spelter is quoted at 14*l.* The stock of Silesian in London on Oct. 1, 1870, was 3107 tons, and on Oct. 1, 1869, 1484 tons.

Steel.—There are sellers of Swedish hammered keg for arrival at low prices, but there being no demand little or no business has been done. In other descriptions we hear of hardly any transactions, except small contracts for home requirements.

Quicksilver.—The present quotation is 8*l.* 18s. per flask. When the price stood at 6*l.* 17s. shippers were prepared to risk competition with the Californian mines, but the margin of profit was too small to allow of their continuing to ship when the price rose to 8*l.* 8s.

Tin.—There are almost daily transactions in very small quantities of Straits tin, at 127*l.* to 128*l.* Whether these 5 and 10 ton lots are thrown out to ascertain the feeling of the market, or bought to supply the immediate requirements of the tin-plate trade, it is hard to say, but there is a manifest determination on the part of holders not to sell any large quantity, except at full quotations, in expectation of the probability of higher prices being obtained before very long.

Tin-Plates.—The demand continues slack, and prices remain unaltered.

The Iron Trade—(Griffiths' Weekly Report).—We have no change to notice in the iron market this week. Orders for large quantities are scarce, and enquiries for large parcels are seldom made. It is true that this is the most inactive quarter of the year; nevertheless, the present dormant state of the trade must be attributed to special causes, referred to in our last report. The rail mills are generally engaged on contracts for the northern ports of Europe, but as the shipping season will very soon close, even by steam-vessels, it is just probable that this branch of the trade may be less active in a month to come. We have no rail contracts of magnitude to report this week, nor can we report any improvement in the demand for bars, or any other kind on the market, since our last report.—St. Michael's-alley, Cornhill, Oct. 28.

Copper Trade.—Messrs. James and Shakspeare—There is rather more inclination to purchase furnace material, and smeltors seem disposed to pay for stuff of good percentage, even the highest figure on our list; importers, however, are keeping out of the market, and we have, therefore, no sales to report. Chili bars are again a trifle dearer, though the business done has not been large. Common brands have sold at 61*l.* 10s. to 61*l.* 10s., whilst good ordinary marks realised from 61*l.* 10s. to 62*l.* 10s. per ton. Urmeneta ingots have been in request for Birmingham, and a fair quantity purchased by consumers there; but the terms of the various transactions have not transpired, the contracts being generally the subject of special negociations. On the 22d inst. telegrams came to hand advising charters in Valparaiso during the first fortnight of September last for only 200 tons of copper, in regulus; In the same period of 1869 the charters were 257 tons, in bars. Australian remains without change, no sales being reported during the past week. For English raw sorts there is a tolerably good demand, but manufactured continues exceedingly dull, and there is nothing doing for export to the East, which is the principal outlet for sheets.

Messrs. Vivian, Younger, and Bond—A considerable disposition to make purchases in the more speculative descriptions of this article has shown itself during the past few days. This feeling has, however, almost disappeared as we write, owing to the impossibility of inducing the holders of such copper to name any price to the would-be buyers. The demand on English associated smelters for copper at their official quotations has been very small indeed, but smelters of outside brands of tough and best have done a deal of business at about 20*s.* under list rates. The accounts from consumers in the provinces and on the Continent do not show any anxiety to buy for the stock. The business reported in Chili bars comprise about 250 tons, at from 61*l.* 10s. to 62*l.*, and 25 tons at 62*l.* 10s. per ton. Doubtless at 62*l.* a very extensive trade might have been done had owners desired to sell. Some parcels of ores and regulus have been taken at 12*s.* per unit. Fine foreign has not been much offered, the small business reported being at 69*l.* 10s. for Wallaroo, and 70*l.* for Burra Burra.

The Mining Share Market has been rather more active this week, with a better demand for Great Laxey, South Carn Brea, Wheal Kitty (St. Agnes), West Frances, Tankerville, Wheal Grenville, Great Vor, East Lovell, and a few others. The settlement of the fortnightly account on Friday showed also that greater activity had prevailed in shares generally. Devon Great Consols, 95 to 105; Cole's winze, on the south lode, sinking below the 130, has improved, and worth for the length carried (9 feet) 10 tons, or 60*l.* per fathom. Chynoweth's winze, below the 106, on the new south lode, is worth 100*l.* per fathom. West Chiverton, 53 to 55. Tankerville shares have been firmer at 14¼ to 15; the mine sold on Wednesday 75 tons of lead ore, at 12*l.* 5s. 6d., worth 920*l.* 12s. 6d., the produce of twelve days' sampling.

South Condurrow, 3 to 3¼; the present prospects of this mine, which are of a very favourable character, have been much discussed of late, and more so in consequence of an advertisement conceived in a very offensive style, and published in the *Mining Journal* of Saturday last, as well as in the local papers. No signature is attached to the advertisement, and the anonymous writer attributes the late fall in the price of the shares to the "unscrupulous" operations of the market in heavy "bearing" transactions, and consequent unfair depreciation of the mine by interested parties. It was kind and very considerate of this "Gentleman in Cornwall," who, of course, was perfectly disinterested in the matter himself, to caution his brother shareholders against such practices, if they really existed; but we are reminded, on the other side of the question, that there are such things as "bulls" as well as "bears," and that the financial statement of the mine presented to the meeting, and which, of course, was well known to many persons in London some days before the meeting took place, sufficiently accounted for the fall in price and the discomfiture of the "bulls." Of the good prospects of the mine we have not heard two opinions, but the accounts are not such as were expected; in fact, upon the expectation of a *dividend* large purchases, it is said, were made in Cornwall, thus causing the price to advance, only to recede again, when there was no dividend to declare; and the accounts, when investigated, showed a debt which the profits at their present rate will take a long time to clear off. This debt, is owing to one of the evils we have long exposed in this place—that of keeping costs back; they are brought down to July only, while the tin sales are credited down to Oct. 19, a day previous to the meeting; and for this reason, and to meet the outlay of 1300*l.* per month, the merchants' accounts have to be kept heavily in arrear. This state of affairs, then, without reference to the state of the mine, which is highly favourable, is considered sufficient to account for the fall in shares, without the unfairness so strongly imputed by the "Gentleman of Cornwall."

Bedford Consols, 2 to 2½; Bedford United, 20s. to 30s.; Caldbeck Fells, 20s. to 22s. 6d.; Chiverton Moor, 2¼ to 3.

Great Laxey, 18 to 19. From the report presented to the shareholders we learn that the main engine-shaft is now down 4 fms. below the 220, lode in the bottom of shaft worth 60*l.* per fathom. The 210 has been driven 5½ fms. through a lode varying from 100*l.* to 150*l.* per fathom; present end worth 100*l.* per fathom. Dumbell's engine-shaft is down 5 fms. below the 155, and lode worth 50*l.* per fathom; 155 end worth 30*l.* This end has 8 fms. further to drive to get under a sump come down from the 140, which is worth 90*l.* per fathom. The aggregate value of the different points of operation in the mine, according to the report, is 935*l.* per fathom. Ding Dong, 18 to 19; Drake Walls, 21s. to 23s.; Dolcoath 125 to 130; East Caradon, 4¾ to 5¼; East Pool, 9 to 9½; East Grenville, 2½ to 3.

South Carn Breas have been in request at ⅝ to ¾; the lode in the bottom of the shaft is worth 20*l.* per fathom for copper ore, and the stope in the 120 east is worth 15*l.* per fathom. East Lovells have been flat, and receded to 24, 25; Frank Mills, 37s. 6d. to 42s. 6d.; Great Wheal Vor, 7 to 7½; Gwydyr Park, ¾ to ⅞; Herodsfoot, 44 to 46; Hingston Down, 12s to 14s.; Holmbush and Kelly Bray, 5s. to 7s. 6d.; Marke Valley, 6¾ to 7; Nangiles, 1¼ to 1½. Great Retallack, 20s. to 25s.; at the meeting the accounts showed liabilities over assets of 632*l.* 7s. 5d., and a call of 4s. per share was made. The ground in the cross-cut, towards the blende lode is becoming better and easier, and it is hoped the lode will be reached in two months. In the meantime other operations are to be suspended. North Treskerby, 4s. to 6s.; Penrhyn, 2 to 2½; Plynlimmon, 2 to 2½; Prince of Wales, 11s. to 13s.; Providence Mines, 38 to 39: South Frances, 30 to 32; Spearn Moor, 19 to 21; Tan-yr-Allt, 2 to 2½; Tincroft, 44 to 45; Van Consols, 1¾ to 2¼; West Basset, 5s. to 10s.; West Caradon, 15s. to 20s.; West Frances, 31 to 33; West Maria and Fortescue, 30s. to 35s.; West Pant-y-Go, ¾ to 1; West Seton, 120 to 125; Wheal Agar, 1¾ to 2; Wheal Crebor, 10s. to 12s. 6d.; Wheal Grenville, 37s. 6d. to 42s. 6d.; Wheal Jane, 55 to 60; Wheal Kitty (St. Agnes), 8 to 8½; Wheal Mary Ann, 8 to 9; Wheal Seton, 35 to 40; Chontales, 12s. to 14s.; Don Pedro, 2¾ to 3; Frontino and Bolivia, 7s. to 8s. 6d.; Pacific, 1¼ to 1¾; Taquaril, 51s. to 53s.

The Market for Mine Shares on the Stock Exchange during the week has been more active than for some time past. Vans have been largely bought for investment at 60. The mine at all points is looking better than at any previous time. The course of ore in the 45, or bottom level, is of much greater value than in the 30, and the 30 is much richer than the 15, showing a very rapid improvement as depth is attained, and the course of ore continues unbroken in the explorations both east and west, and the reserves are being increased in a ratio of about ten times the returns: 400 tons of lead ore has this week been sold, and 100 tons of blende. Taquarils have further risen, and are last quoted at 38s. to 40s. prem. Sweetlands have been dealt in to a considerable extent at 2¾ to 3. The advices received this week are confirmatory of the late improved advices, and a remittance is due which will enable the directors to declare a 4s. dividend. Tincrofts have further advanced to 45, 47. Don Pedros have declined to 2, 2¼ prem. Cape Coppers firm at quotations of 8 to 8¼ prem. East Lovells have fallen to 24, 24¼. Tankerville, 14 to 14¼; the latest advices from the mine are very favourable. Devon Great Consols maintain the late rise, and the discovery on which shares have risen is said to be looking well; price, 100 to 105. Subjoined are the closing quotations:—Assheton, 4¼ to 5; Tan-yr-Allt, 2 to 2¼; Van Consols, 1¾ to 2¼; Caegynon, 1 to 2; East Caradon, 4¾ to 5¼; Great Laxey, 18 to 18¼; Great Vor, 7¼ to 7¾; Marke Valley, 6¼ to 7; Van, 59 to 61; West Chiverton, 53¼ to 54¼; Wheal Seton, 35 to 37½; Almada, ⅜ to 1½; Chontales, ⅜ to ¾; Eclipse, ¼ dis. to prem.; General Brazilian, 3-16ths to 1-16th dis.; Pacific, 1¼ to 1¾; Pestarena, ⅜ to ½; Port Phillip, ¼ dis. to ¼ prem.; St. John del Rey, 23 to 24; Yudanamutana, ⅞ to 1¼.

The South Aurora Silver Mining Company have received advices from Mr. Melville Atwood confirmatory of his previous report made in March. Mr. Atwood states that the workings since March have developed bodies of rich ore, particularly in the centre of the claim called the Aurora Chamber, whence at the time of his visit they were selecting and sacking some ore which would pay from $900 to $1000 per ton. A sample which he took from the different sacks gave $1254. The mine presents the appearance of an immense quarry. The accompanying results of the workings of the mill to the end of August were furnished by the secretary, since then the bullion shipped from Sept. 1 to the 15th amounted to $33,040. The mill has worked with exceeding regularity from April 25, and by the pulp assays 85½ per cent. has been obtained from the ores. The daily yield of the mine is upwards of 100 tons. The wire tramway will enable the ores to be delivered at the mill for 50 cents the ton. The mill was stopped on the 15th for repairs, and went to work again on Oct. 1, after which time Mr. Atwood looks for larger returns than have yet been made from the mine.

The Plumas Gold Mining Company are inviting applications for 3349 unissued shares. The property is situated in Round Valley, Plumas county, California. It is provided with mill, machinery, water-power, &c. During the last two years the net profits have amounted to 1000*l.* per month, but it is calculated that when the arrangements for letting the water are complete that source of revenue will yield nearly an equal amount. Prof. Vincent, of the Geological and Royal

Geographical Societies of London, who has specially inspected the property on behalf of the company, says that it comprises two distinct and reliable sources of income—various mineral lodes, containing, in a practical sense, unlimited quantities of gold-yielding quartz, and an almost natural reservoir, capable of furnishing enormous supplies of the best water for milling, alluvial washing, and other mining purposes. It is estimated that a return of more than 35 per cent. per annum will be realised from the minerals alone, and by the issue of shares as now proposed the directors will be in a position to effect the purchase of the Caledonia Mill, as recommended by Prof. Vincent. By this addition Prof. Vincent estimates that there will be realised a net annual income of $102,000, independently of all proceeds from the reservoir, or from the 100 acres of fine meadow land which accompany it. The returns from the mint being forwarded each month in gold, it is proposed to pay dividends quarterly. There are 25,000 shares of 3*l.* each, and the payment to be made for those unissued is 1*l.* on application, 1*l.* on allotment, and two months after allotment 15*s.*, leaving 5*s.* per share in reserve.

The WYOMING SWEETWATER MINING COMPANY (to which a more extended reference is made elsewhere) have announced that the subscription list for shares will be closed on Tuesday. The abridged prospectus appears in another column.

The CHAMPION SILVER-LEAD AND COPPER MINING COMPANY'S shares have been well applied for by the public, and full confidence is felt in the success of the enterprise. The capital consists of 2400 shares, of 10*l.* each; and, as the property comprises many square miles of minerals, held for a long term at a favourable royalty, there is considered to be an ample field for operations. The prospectus will be found in another column; and the reports of Mr. John Taylor, jun., and Captain Remfry, which are appended to it, will furnish all the information the intending investor is likely to require. Fully-paid shares alone have been accepted for the purchase of the property, and the vendors also subscribe for some of the remaining shares, so that their confidence in the undertaking cannot be doubted.

The HELVELLYN MINING COMPANY, with a capital of 20,000*l.*, in shares of 10*l.* each, has been formed, for the purpose of taking over the property, plant, and machinery of the Wythburn Lead Mining Company, which was placed in liquidation in order to facilitate the raising of additional capital. The terms of transfer are highly favourable. The shareholders in the old company take one-half the shares in the new, and accept 3*l.* per share liability. Incoming shareholders taking the shares available for the public will be required to provide 7000*l.* (or 7*l.* per share) for carrying on the operations, after which all shares will rank equal. The Wythburn Company expended upwards of 20,000*l.* upon the development of the mine, and in making the necessary roads, erections, &c., and the new company secure the entire advantage of that outlay for 7000*l.*, represented by shares only. The Greenside Mine, situated only 2½ miles to the north-east, has for years past been, and still continues, very productive in like strata, and where the matrix and general characteristics of the veins are similar. Mr. Thomas J. Bewick, after carefully inspecting the property, reports that the actual discoveries of ore, the indication presented at each of the levels, the remarkably favourable position of the ground for the economical development and subsequent working of the veins, the ample and efficient state of the surface machinery and plant, the advanced position of the works generally, and the fact that a new lease for 21 years has just been secured by the present company, are all matters which warrant him to speak with much confidence in recommending it as a fair and legitimate investment.

At Herodsfoot Mine meeting, on Oct. 18 (Mr. Matthew Loam in the chair), the accounts for the four months ending August showed a credit balance of 1659*l.* 16*s.* 5*d.* The profit on the three months' working was 1617*l.* 12*s.* 8*d.* A dividend of 1536*l.* (1*l.* 10*s.* per share) was declared. Capt. Thos. Trevillion reported upon the various points of operation. He congratulated the shareholders on having a good property. The levels may not appear rich, still they have their sump down, and levels in course of driving, which will explore great lengths, and from appearances and indications there is no doubt of future success.

At Penhalls Mine meeting, on Thursday (Mr. W. Goslett in the chair), the accounts showed a profit on three months' working of 1026*l.* 6*s.* 2*d.*, after charging an additional cost of 100*l.* for boiler. The balance in favour of the mine was 1078*l.* 4*s.* 1*d.* A dividend of 1000*l.* (4*s.* per share) was declared. The committee of management were re-elected. The agent's report (which appears in another column) states that the mine, on the whole, was much the same as it was three months since; and he considers there is every prospect of it continuing profitable to the adventurers.

At Bronfloyd Mine meeting, on Wednesday (Mr. J. B. Balcombe in the chair), the accounts showed a credit balance of 2058*l.* 3*s.* 3*d.* A dividend of 1000*l.* (1*s.* per share) was declared, and 1058*l.* 3*s.* 3*d.* carried to credit of next account. Capt. Thomas Kemp reported upon the various points of operation. A Blake's ore-breaking machine has been placed on the upper floors. The mine looking well, and its machinery is in first-class order. The company's shares are to be quoted on the Stock Exchange, to secure which resolutions have been passed prohibiting the directors from purchasing shares in the company with the company's funds, and abolishing the forfeiture of unclaimed dividends.

At Mineral Bottom Mine meeting, on Oct. 24 (Mr. Richard Hawke in the chair), the accounts for three months ending August showed a credit balance of 254*l.* 9*s.* 9*d.* [The agents' report is among the Mining Correspondence.]

At Blaen Caelan Mine meeting, on Tuesday (Mr. G. W. Charlwood in the chair), the accounts showed a credit balance of 3004*l.* 3*s.* 6*d.*, against liabilities of 415*l.* Capt. Thomas Kemp reported upon the various points of operation. The new engine was got on to the mine last week, and the masons have been taken from the other buildings to get on with the engine-house. The work will be pushed on with so as to get the engine and crusher at work in about two months.

At Dolwen Mine meeting, to be held on Monday, the accounts for the three months ending September will show a credit balance of 196*l.* 11*s.* 7*d.* It is estimated that the cost for the next three months will be 300*l.*

At Llywernog Mine meeting, to be held on Monday, the accounts will show a credit balance of 622*l.* 12*s.* 10*d.*, consisting of 31*l.* 7*s.* 10*d.* in cash, and the remainder in unpaid calls. The company owes 758*l.* 15*s.*, and the next three months' cost will be 300*l.* They have 5000 shares of 1*l.* to issue.

At the Scottish Australian Mining Company meeting, yesterday (Mr. A. W. Young, M.P., in the chair), the directors' report, which was read by Mr. C. Grainger, the secretary, stated that at Lambton Colliery the sales of coal for the six months ending June 30 last amounted to 67,170 tons. The coal trade, while fairly active, was not equal to that of the previous six months. The net profit from the colliery during the period was 4004*l.* 15*s.* 7*d.* Mr. Morehead will not fail to charge a higher price for the coal as soon as the position of the market justifies it. Details in another column.

At the Continental Union Gas Company half-yearly meeting the accounts showed a balance of 34,730*l.*, out of which a dividend was declared of 4 per cent., making 8 for the year. The amount to be carried forward is 16,897*l.*

At the Bahia Gas Company half-yearly meeting a dividend of 3 per cent. was declared on the ordinary shares, leaving 126*l.* to be carried forward.

At the Singapore Gas Company meeting a dividend was declared at the rate of 7½ per cent. per annum, less income tax, on the preference capital, and a dividend at the rate of 7 per cent. per annum, free of income tax, on the original capital, leaving 207*l.* to be carried forward.

OPEN STOCK EXCHANGE.—Quotations of the Sale on Oct. 25:—

Anglo-Argentine Company (Limited), fully paid, 14*s.* per share.
Anglo-Brazilian Gold Company (Limited), 11*s.* paid, 4*s.* 6*d.* per share.
Eclipse Gold Mining Company (Limited), 15*s.* paid, 13*s.* per share.
Lucy Phillips Gold Mining Company (Limited), fully paid, 2*s.* 6*d.* per share.
Rossa Grande Gold Mining Company (Limited), fully paid, 7*s.* 6*d.* per share.
ditto ditto 15*s.* paid, 3*s.* 3*d.* per share.

The following are the quotations of the Sale yesterday:—

Anglo-Argentine Co. (Limited), 15 per cent. pref., 8*s.* paid, 3*s.* 3*d.* per share.
Drake Walls Mine (Cost-book), all calls paid, 1*l.*
Eclipse Gold Mining Company (Limited), 15*s.* paid, 13*s.* 6*d.* per share.
Frontino and Bolivia Gold Mining Co. (Limited), fully paid, 8*s.* per share.
Nevada Land and Mining Company (Limited), fully paid, 7*s.* 8*d.* per share.
New Quebrada Company (Limited), fully paid, 9*s.* per share.
Pestarena United Gold Mining Co. (Limited), fully paid, 11*s.* 6*d.* per share.
Rossa Grande Gold Mining Company (Limited), fully paid, 7*s.* 6*d.*
Tin Valley Mine, St. Neot's (Cost-book), all calls paid, 5*s.* 6*d.* per share.

The Bank of England return for the week ending on Wednesday evening showed in the ISSUE DEPARTMENT a decrease in the "notes issued" of 16,415*l.*, which is represented by a corresponding decrease in the "coin and bullion" on the other side of the account. In the BANKING DEPARTMENT there is shown a decrease in the "public deposits" of 97,052*l.*; and in the "other deposits" of 279,134*l.*: together, 369,186*l.* An increase in the "seven day and other bills" of 38,145*l.*, and in the "rest" of 5283*l.*: together, 43,428*l.* — 325,758*l.* On the asset side of the account there was a decrease in the "Government securities" of 497,811*l.*, and in the "other securities" of 181,946*l.* — 601,757*l.*, leaving an increase in the total reserve of 335,999*l.*

COAL MARKET.—The arrivals this week number 123 ships. The demand for house coal has been steady, and prices quote an advance of 6*d.* per ton during the week. Hartley's without change in value. Hetton Wallsend, 19*s.* 6*d.*; Haswell Wallsend, 18*s.* 9*d.*; Elliot's Wallsend, 18*s.* 6*d.*; Eden Main, 17*s.* 3*d.*; Harton Wallsend, 17*s.*; Hartlepool Wallsend, 19*s.* 6*d.* Unsold, 12 cargoes: 65 ships at sea.

EXPORTS OF COAL.—By the Monthly Circular of Messrs. Higginson, Liverpool, we learn that the quantity of coal exported in September was 882,048 tons, against 909,909 tons in the corresponding month of 1869, showing a decrease of 27,861 tons. The particulars are—From the Northern Ports, 463,696 tons; Yorkshire, 36,808 tons; London, 6745 tons; Liverpool, 55,027 tons; Severn Ports, 273,626 tons; and Scotch Ports, 46,146 tons. The increase was—Yorkshire, 1008 tons; London, 3051 tons; Severn Ports, 3435 tons. The decrease—Northern Ports, 1530 tons; Liverpool, 8488 tons; Scotch Ports, 25,337 tons. Total, January to September, 8,033,454 tons, against 7,302,038 tons in corresponding month last year.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Oct. 21	Llanerchyraur	50	£12 8 6	Adam Eyton.
25	Foxdale	100	24 1 6	Burry Port Company.
26	Tankerville	75	12 5 6	—

BLACK TIN.

Date.	Mine.	Tons c. q. lb.	Price p. ton.	Amount.	Purchasers.
Oct. 19	Wheal Uny	6 4 1 3	£75 0 10	£ 466 6 0	Truro Co.
—	ditto	6 2 2 1	75 0 10	429 13 3	Redruth Co.
—	Sou. Condurrow	9 14 2 13	73 10 0	715 4 0	Blitho.
—	Penhalls	7 16 3 15	76 5 0	598 2 4	ditto
20	Blue Hills	4 8 2 20	71 12 6	317 11 7	Daubuz.
26	ditto	11 10 1 5	76 5 0	878 0 0	ditto

COPPER ORES.

NO SALE on Thursday last, October 27.

Copper ores for sale at Tabb's Hotel, Redruth, on Thursday next—Mines and Parcels.—West Wheal Seton 310—East Wheal Grenville 256—East Pool 19:—West Wheal Basset 143—South Wheal Frances 138—West Wheal Damsel 119—North Downs 112—Poldice 76—Mellanear 76—Copper Hill 35—Wheal Prosper 32—North Pool 25—Wheal Buller 17—South Dolcoath 11.—Total, 1543 tons.

NO SALE on Thursday week, November 10.

Notices to Correspondents.

*** Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be *filed* on receipt: it then forms an accumulating useful work of reference.

Sir,—It would interest many of your readers if some of your meteorological correspondents would answer the following:—What is a safe and what an unsafe reading of the barometer in a mine at the depth of 100 yards (or say the average depth of our Staffordshire coal mines)? I have often heard this question asked, when no one present seemed in a position to answer it; and as atmospheric pressure is said to have great influence on the explosive gases in mines, it is no doubt important to know at what pressure they begin to show symptoms of danger?

Dynamite, or Giant Powder—"D. R. W." (Montreal).—We believe all American rights are in the hands of a commercial firm in the United States; but every information can be obtained of Messrs. Orlando Webb and Co., of Carnarvon, who are the chief representatives of the inventor.

Lead-Smelting Furnace—"R. S." (Cumberland).—We have not heard of any of Mr. Metcalf's furnaces having been erected in England, but many applications concerning them have been sent to us. The inventor is using them at the Pertusola Works, near Spezia, Italy, and obtaining excellent results. It is promised that details shall be forwarded without delay.

Peat.—I understand that a prize of 100*l.* has been offered by some nobleman connected with Ireland for the best practical mode of treating peat, and wish to obtain his name.—W. A.

Furnace Slags.—Can any reader of the *Mining Journal* state the weight of coal required, on an average, to melt 1 ton of furnace slag? It is to be understood that I do not mean the complete liquefaction, but only the rendering of it sufficiently fluid to permit of its moulding into slabs or columns; also, the average weight of the slag per cubic foot.—D.

South Condurrow.—Has not our committee, by the accounts submitted at the meeting last week, rendered themselves liable to a penalty under the Stannaries Amendment Act? The accounts submitted show a credit balance; whereas, if the costs were charged up, there would be a heavy debit. The tin was credited up to date, but the costs not later than July.—A Shareholder.

Assaying and Surveying.—"Subscriber" (Aberystwith).—Mitchell's Manual of Assaying, published by Messrs. Longmans, and Noad's Hand-Book of Chemical Analysis (a cheap book, about 12*s.* 6*d.*), are the best calculated to meet your views. For surveying, Budge's Miners' Guide (Longmans), and W. D. Haskoll's Surveying (Atchley). There are some excellent remarks on the subject, as applied to collieries, in Mr. Hyslop's Colliery Management, noticed in last week's *Mining Journal*.

The Diamond Fields of South Africa.—The authority for the article upon this subject, by Mr. Henry Hall, F.R.G.S., extracted from the *English Mechanic*, and published in last week's Journal, was inadvertently omitted.

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, OCTOBER 29, 1870.

FURTHER BOILER EXPLOSIONS.

Since the 24th ult., when we last discussed this subject, the inquests have been concluded upon the deceased who had lost their lives by the explosion of a boiler at the iron works at Walker, Newcastle-upon-Tyne, belonging to Messrs. Bells, Goodman, and Co., and upon those likewise who were killed by the accident to the boiler at the ironstone pit of the Chatterley Iron Company, at Tunstall, in North Staffordshire. Unhappily, since that date there have been no fewer than six other explosions of boilers at different parts of the kingdom, all of them terminating fatally. In noticing the first two mentioned explosions, we expressed a hope that the investigations which had at that time been begun, and which we promised to watch to the close, would result in information being forthcoming which would assist the country to arrive at a satisfactory conclusion, in a somewhat more sensible degree than has hitherto marked investigations of this character. The examination of the Newcastle boiler, which it will be remembered was a plain cylindrical egg-ended, 27 ft. long by 6 ft. diameter, made with longitudinal seams, showed that there was neither the usual wasted plate nor old crack, which had afforded a ready clue in many similar cases, but that the plates were of a nearly uniform thickness, and of an average quality. In one place only did there appear to be brittleness, and that was at the outer lap-plate of a seam exposed to the action of the fire. Objection has been again and again taken in the Journal to boilers being made with continuous seams running from end to end. There can be no doubt but such boilers are much less safe than where the seams are intercepted, and very much less so than in cases where the seams are diagonal. Happily, new boilers are not now made with continuous seams, although bad repairs too frequently produce such sources of danger. In this case, however, though the boiler was originally constructed with seams running from end to end, the rent had not been carried along the seams, but had, with the exception of one length of 6 ft., been altogether across the plates. The boiler gave way at the point near the end of the cross seam and the straight seam, where the plate was deteriorated by the action of the fire upon the outer lap of the seam; but the deterioration was not so much as to have caused apprehension of danger with the working pressure employed; this was about 35 lbs. to the square inch. Two pieces of the boiler were cut off at the burnt lap, and submitted to test at the Consett Works. The experiments left no doubt that the tested plates had been rendered hard by the action of the fire. One strip had evident marks of fire, showing the plate to have been heated in places, as if protected by internal incrustation. Another strip was cracked in places about the riveted holes, showing similar action.

The plates seem to have been of good quality originally, though in one portion it was clear, from the visible lamination, that the welding of the piles had not been so complete as is necessary to make thoroughly sound iron. There appears to have been nothing in the experiments, *per se*, to account for the explosion, for while the least strain borne by the plates was 7 tons 18 cwts. on rather less than 1¼ inch in the width of the strip, the force represented by the pressure of 35 lbs. on the square inch, distributed over the whole of the ring of plates of that width, would be 4·29 tons, or 3·53 tons upon 1 inch in width. But in following up these figures, and adopting the accepted rule of Sir William Fairbairn, a probable solution is arrived at. Sir William lays down that a single rivet seam is only half the strength of the plate itself. In the case of one of the plates tested the strength, as shown, was only 8 tons. The strength of the seam would, therefore, be only 4 tons. With a load on the plates of 4·29, it would appear that the force and resistance were so nearly balanced that a slight excess of force would readily overcome the resistance. At the same time, on comparing some pieces of the plate from the seam with that in the body of the plate, it was readily observed that the former had suffered more from fire than the latter. It was, therefore, to be assumed that the seam gave way under the ordinary pressure, without any necessary cause. There had been a theory that there was over pressure, but the facts adduced leave no room for the supposition. The deterioration of plates is difficult to deal with in general terms; many plates, to all appearance sound, are hard and brittle, and being apparently good, and of full thickness, pass as being trustworthy. As trustworthy the plates in this case were passed. The explosion, and the consequent death of four men, with the considerable destruction of property, arose out of the failure of one or both of the plates tested, in consequence of the iron having been burned, and the boiler being so large in diameter.

Partially to the same cause is owing the explosion of the boiler working the ironstone pit at Tunstall, by which three men were killed. This boiler, too, it will be remembered, was of the ordinary cylindrical shape, and was one of eight, part of which, however, were Lancashire flue. It ruptured at the fifth circular seam from the front end, where it had been repaired. An extensive fracture had existed previous to the explosion, and the leakage had corroded the plates and rivet heads. Similar patches existed on the left-hand side, between the third and fourth rings of the shell. Several plates over the fire had also been renewed from time to time, on account of fractures. Three of the seven unexploded boilers had undergone similar repairs, and it is a fortunate circumstance that only one of the four thus deteriorated exploded. The violent death of this one boiler has been ascribed to the ensuing three complicated diseases:—1. Overheating of the plates, owing to accumulation of deposits, consisting of carbonate and sulphate of lime, which was present in large quantities.—2. Sudden contraction of the overheated plates, owing to the feed-water being delivered cold directly upon the bottom of the boiler.—3. Overstraining of the boiler, owing to the objectionable practice of blowing off the water under pressure preparatory to cleaning, before the surrounding brickwork has had time to cool. This custom causes the underside of a boiler to expand and become elongated by overheating, and on coaling is subjected to an excessive strain from contraction, a process which, frequently repeated, results in fracture. Unless remedies were applied it seemed probable that one or more of the other boilers might quickly be destroyed from the same combined causes. The remedies were simple:—1. Better water, or, if that is impossible, collecting vessels, or scumming apparatus, to prevent the accumulation of deposit on the plates exposed to the fire.—2. A feed-pipe which would deliver the water horizontally, about 2 ft. from the bottom of the boiler.—And, 3. The water should not be run off until the brickwork has become cool. The boiler was examined by a boiler maker, and found to be "in a satisfactory state," about a fortnight before the explosion. The proprietors are now wisely using rock water, like that which is being served to the railway locomotives of the district.

We sketch in the order of sequence the six accidents that have happened in the month. On the 4th inst. a 3-horse power boiler exploded in Liverpool, at the small foundry in Greyston-street, Everton, occupied by Messrs. Parry and Duke. A youth and a child were killed, and there was a great destruction of surrounding property, for the foundry is in a densely populated locality. A joint report by Mr. Anthony Bower, C.E., of the firm of Forrister and Co., Vauxhall Foundry, Liverpool, and Mr. Lavington Fletcher, C.E., chief engineer to the Manchester Steam Users' Association. The boiler was an old one, and had passed from hand to hand. It had been at work 3¼ years at Messrs. Parry and Duke's foundry. Before that time it had been lying in a yard as a castaway for some considerable time, exposed to the weather. When set to work it was miserably equipped, there being not even any means of supplying the boiler with water when the steam was up. There was serious external corrosion, reducing the plates to 1-16th in. thick. This led to a rupture, which went the whole length of the boiler. The scientific evidence further revealed a state of things in Liverpool, as no doubt existing in other large towns, from which the Town Council of that port have taken alarm, and have memorialised the Home Secretary, for it was made known that boilers only a little, if any, better are sometimes set under the public pavements, and sometimes, as in this case, behind walls close to which the public walk. On Wednesday a reply from the Home Secretary was received in Liverpool, informing the Coroner of that borough that the Government will probably legislate as soon as possible on the subject of boiler explosions. Meanwhile, two of the firm who owned the boiler in this case stand committed on the Coroner's warrant charged with manslaughter. On Wednesday, last week, a boiler exploded at the iron works of Messrs. Nash and Co., Smethwick, near Birmingham, killing one man. The boiler was a two-tubed Lancashire, 24 ft. long by 7 ft. diameter, and 2 ft. 6 in. diameter tubes. The water was down 8 in.; hence the top of each tube was injured, and the side of the left tube collapsed, and ruptured sideways with moving the boiler. On the same day a boiler collapsed at the works of Mr. James Hall, buckle and chain maker, Walsall, by which also one man was killed. The boiler was a one-tube Cornish, 12 ft. 3 in. in length, by 5 ft. 6 in. diameter, and with a 3 ft. 6 in. tube, very large for so small a shell. The pressure was only 22 lbs. The tube collapsed and ruptured beyond the bridge from a weak seam, that must have been leaking badly for a great while.

Likewise on that same Wednesday, and again killing one man and injuring five, a boiler exploded at the Paris Mine Copper Works, Amlwch. This, too, was a Cornish one-tube, 26 ft. by 5 ft. 6 in., with a 3 ft. tube, and 7-16 in. plates, ten years old, and worked at a pressure of 23 lbs. It was much corroded on the under side, towards the back, and four rings of plates were torn out, the rush of the steam turning the boiler right over. At the rent portion it was badly patched. With reference to the last-mentioned three cases, the description of the injuries, and the statement of the probable cause of the accidents are our own; but we have no doubt that they will be supported by the scientific testimony that will be employed to assist the respective juries. The fifth accident, to which we have made reference, happened at Lamberton, near Berwick, when the steward of the farm at that place was killed by the explosion of a threshing machine boiler.

The sixth explosion was that also of a locomotive boiler; but this time it was a railway locomotive that was destroyed. Last Tuesday evening, when the 4·40 train out of Sheffield reached the Deepcar Station, the boiler of the engine burst so effectually that some of the plates were blown nearly a quarter of a mile. The driver was killed, the stoker shockingly scalded, the passengers were roughly shaken and much alarmed.

In no one of all the eight cases we have here mentioned was there independent inspection, excepting the first described. That case it will be perceived was of all the most difficult to detect, and thoroughly justified the jury in exonerating all parties—owners and inspectors alike.

COAL MINING, AND ACCIDENTS IN MINES.

As preparations are now being made to ensure the carrying of the Mines Regulation Bill of last session early in the next, with the introduction of a clause having for its object the appointment of additional Inspectors, it is important that every information tending to throw light on the best means which can be adopted to prevent accidents in coal mines should be made public. Amongst those points which immediately bear on the subject may be mentioned the mode of working coal in different districts. We are not aware that any official enquiry in that direction has ever taken place; but we do know that for many months past the attention of the leading members of the Midland Institute of Mining Engineers has been given to it, and several very valuable papers have been read on the subject, and published in the *Mining Journal*, all of them being the result of long practical experience. The object to be attained in the working of the coal, as stated in the papers to which we have alluded, is to ascertain that system which would give the largest amount of marketable coal at a minimum cost, with the greatest security to the life of the working miner. It would appear that in different districts different methods are adopted. In the oldest of our coal fields, in Northumberland and Durham, where the seams vary from 3 to 7 ft., the mode of working is mostly what is known as bord and pillar, and it is shown that in those districts the mortality from accidents in mines is much less than in any other in the kingdom, whilst the quantity of coal raised per man employed is shown to be considerably larger also. It is also true that men who understand the northern system of working find a ready market for their talents; hence in all parts of the country we find Newcastle and Durham men placed at the head of some of the largest collieries, many of them, too, feeling proud in asserting that they commenced work as "trappers" at eight or nine years of age, when even the present limited education of the pit lads was unknown. We have seen those men when in the midst of the dead and the dying, after an explosion, and expecting others, cool and collected, giving their orders, and, by their example and exertions, putting new life into the timid and exhausted in their efforts to save life.

In Derbyshire, Nottingham, Leicester, and Warwick, where the coal will range from 2 ft. 10 in. to 7 or 8 ft., the system generally adopted is that known as long wall. There is, however, much less gas in some of those districts than in many others. In Yorkshire, where the coal is of a very fiery character, and where the explosions from fire-damp have been attended with the most serious loss of life known in the history of mining, several methods of working are adopted, including long wall, bord and pillar, and bank work. There are also different methods, we believe, adopted in Lancashire, where fatal accidents from explosions during the last year have been of a very serious character.

From those few facts it will be readily perceived that much valuable information might be obtained by our leading mining engineers giving the results of their experience as to that mode of working coal in different districts with which they are connected—of course, what would be suitable for one place would not be for another—and where the same seam of coal, the conditions being alike, are worked by two different methods. This would be a valuable addition to what has already been given on the subject. As to the advantages of different systems, some little information may be deduced from the following table of—

The Quantity of Coal raised per person employed at the Collieries in the United Kingdom last year:—

Northumberland, Cumberland, and North Derbyshire....Tons	364
South Durham	413
North and East Lancashire	268
West Lancashire and North Wales	247
Yorkshire	303
Derby, Leicester, Notts, and Warwick	284
North Staffordshire, Cheshire, and Shropshire	295
South Staffordshire and Worcester	365
Monmouth, Gloucester, Devon, and Somerset	249
South Wales	316
East Scotland	304
West Scotland	306
Average	308

Another very important subject in connection with colliery operations is the best mode of ventilation. We are not aware that any considerable increase in that very important branch of mining education has been advanced of late years, although its importance in many districts is of an almost paramount character. Fan ventilation is by no means new, although of late it has been prominently brought under notice in connection with Guibal's patent. The fan system, however, has been used in several places, and for many years past it has been in successful operation at one of Earl Fitzwilliam's collieries, at Elsecar. The subject is one on which much information might be given, and it is to be hoped that it will be more fully enquired into than it has been, with a view to ensuring greater safety to the men working in collieries where quantities of gas are known to accumulate.

Much, however, as has been made by the advocates for the appointment of an additional number of inspectors, and of the fearful loss of life in mines caused by explosions of fire-damp, it appears to have escaped the notice of those persons that the largest number of deaths in our collieries is caused by accidents through the neglect of the workmen themselves, and which in most instances are really preventable. Falls of roof and coal have been the cause of nearly double those which have resulted from explosions. Nearly all the Government Inspectors, in their annual reports, state that the cause of a great many of the deaths in mines is from the deceased "neglecting to set props and sprags." But the question suggests itself, as has been put by one Inspector, "Was there not abundant room for improvement in the method of timbering?" The subject of ventilation has been frequently mooted and discussed, but that relating to the timbering of the roof is scarcely ever heard mentioned, yet the deaths in connection with it are of daily occurrence in our mining districts. That we have not overrated its importance will be gathered from the following table of—

The Deaths by Explosions of Fire-Damp and Fall of Coal and Roof for 1869:—

	Explosions.	Falls.
Northumberland, Cumberland, and Durham	6	28
South Durham	2	31
North and East Lancashire	3	39
West Lancashire and North Wales	128	45
Yorkshire	1	41
Derby, Leicester, Notts, and Warwick	6	31
North Staffordshire, Cheshire, and Shropshire	7	25
South Staffordshire and Worcester	6	68
Monmouth, Gloucester, Somerset, and Devon	23	37
South Wales	70	63
East Scotland	1	30
West Scotland	4	28
Totals	257	446

Serious as are the explosions with which the country is every now and then startled, still the above figures will show that there are other dangers of a still more fatal character to which the miner, either by his own negligence, or from some most likely preventable cause, is exposed whilst following his ordinary employment. That the figures given for 1869 were not taken because they were in any way exceptional will be seen when we state that the returns for the last three years show that whilst 677 lives were lost by explosions of fire-damp, 1360 persons were killed by falls of roof and coal. Such being the case, it appears that whilst so much is being made of the appointment of additional Inspectors to ensure greater safety in mines by increased ventilation, &c., that those who appear so desirous of securing the miner from danger, would do well to look after the immediate cause of the largest number of fatalities in mines, and save the miner from the results of his own neglect, or the neglect of others.

THE FATAL COLLIERY EXPLOSION NEAR LEIGH.

"It is the unanimous opinion of the jury that Jas. Charleson and William Aldred lost their lives by an explosion of gas in the Day-eye Pit, through the negligence of the underlooker, Parr, in pulling down a portion of the bratticing; coupled with that, it is the unanimous opinion of the jury that the system of getting coal so far without cut-throughs is highly reprehensible, and also the generally loose system in the working of the mine."

This was the verdict of the jury when on Wednesday an inquest was concluded upon the uncle and nephew who were killed by an explosion of gas at Messrs. John Fletcher and Co.'s colliery, Howbridge, under circumstances to which, so far as they had at the time become known, attention was drawn in the *Mining Journal* of Oct. 15. On that occasion we said that the case demanded the strictest investigation, adding, however, that no one would more rejoice than ourselves if it should ultimately be possible for the jury to return a verdict of accidental death. As we suspected would prove to be the case, it has not been possible for such a conclusion to be come to. On the contrary, the verdict is that of "Manslaugter" against William Parr, the underlooker of the colliery. Such a verdict will, of course, necessitate other proceedings. But Parr will not be the only person against whom charges will hereafter be brought. Mr. Dickinson, the Inspector for the district, has intimated that he shall have to hold the owners of the colliery responsible for the breaches of the rules of the Mines Inspection Act, which the evidence has made patent. Mr. Dickinson specifies the 1st and 2d rules. These are—

"I.—An adequate amount of ventilation shall be constantly produced in all coal mines or collieries and ironstone mines to dilute and render harmless noxious gases to such an extent that the working places of the pits, levels, and workings of every such colliery and mine, and the travelling roads to and from such working places shall, under ordinary circumstances, be in a fit state for working and passing therein."

"II.—All entrances to any place not in actual course of working and extension, and suspected to contain dangerous gas of any kind, shall be properly fenced off, so as to prevent access thereto."

The next rule may likewise form the subject of future enquiry. It is:

"III.—Whenever safety-lamps are required to be used, they shall be first examined and securely locked by a person or persons duly authorised for this purpose."

With these legal enquiries yet to be instituted the whole affair remains *sub judice*. In this place further comments shall not, therefore, now be made. Elsewhere we draw attention to a state of things in connection with explosions of steam-boilers which it is difficult for people who are careful and experienced in the management of such machinery to imagine can exist: and we are happy to be able to believe that the evidence in the above case will induce similar reflections in the minds of experienced and able colliery managers.

ARISTOCRATIC TRADERS.

Another noble addition has to be made to the illustrious names which are to be found amongst the English Aristocratic Traders. His Grace the Duke of Norfolk, Hereditary Marshal, &c., has commenced business on his own account as a dealer in coals, having taken to the New Winnings Pits, lately worked by Mr. Huntsman, and which are situate near to the town of Sheffield. His Grace has one great advantage over Mr. Huntsman, the coal being his own property, so that whilst the former has been a considerable loser, his noble successor will be placed in a position that loss can scarcely take place.

Much of late has been written with respect to the Duke of Argyle having two of his sons being brought up to mercantile pursuits, whilst the fact is overlooked that many members of the aristocracy have for years been engaged in businesses of various sorts, and from which they have derived not the least portion of their income. Mining in particular has long been a favourite business with our nobility, and, no doubt, a very profitable one, seeing that, as a rule, they work their own minerals. In Scotland the Duke of Buccleugh has several mines, as well as some in Lancashire. In Perthshire the Earl of Breadalbane works some good mines. The North of England, however, appears to be the favourite resort for our noble colliery

proprietors, amongst whom may be mentioned the Marchioness of WATERFORD, who has a pit near Wooler; the Earl of LONSDALE, Earl VANE, and Earl DENHAM, all work their own coal, the collieries formerly belonging to the Marchioness of LONDONDERRY being amongst the largest in the North. In addition, we have Mr. BEAUMONT, M.P., who married a daughter of the Marquis of CLANRICARDE, and who is, probably, the largest producer of lead in the world, the mines at Allendale and Weardale having a world-wide name. In Yorkshire there are several titled colliery owners, including the Earl FITZWILLIAM, who has three or four extensive pits at Elsecar, and who is also the lessor of the coal at Thorncliffe; and Sir J. L. KAYE, Bart., has the Grange and Flockton Pits at work. Derbyshire has the Earl of CHESTERFIELD and the executors of the late Marquis of HASTINGS; and the adjoining county of Leicester Lord MAYNARD amongst the workers of the coal mines. Earl GRANVILLE in North Staffordshire, and Earl DUDLEY in the South, have several large collieries, and are also largely interested in the production of iron, and from which their revenues are principally derived. The Earl of SHREWSBURY and TALBOT has mines at Rugeley, the Earl of LICHFIELD at Willenhall, and the Earl of DARTMOUTH at West Bromwich. In Wales the Marquis of BUTE is the owner of some very extensive mines, which he works, whilst in other parts of the kingdom the names of Lord SKELMERSDALE, Sir STEPHEN GLYNNE, Bart., Sir E. BLOUNT, Bart., the Right Hon. Sir J. PAKINGTON, Sir GREVILL SMITH, and others are included in the list of those engaged in mining pursuits. In Ireland Lord AVONMORE, Lord CLARE, and Lord MONTEAGLE are amongst the names which figure in the list of colliery proprietors. Indeed, we might go even higher, for we find that in the Isle of Man two mines are put down as belonging to the Crown, although we believe at present they are not being worked. We have, however, shown that, whatever may be said with regard to the invasion of the House of Lords by the heads of the Newcastle community, some of the very highest members of that august assembly are to be found in the list of the trading class.

THE NEW MINING INSTITUTE FOR SCOTLAND.

The study of the efforts that have been made in various parts of Great Britain to provide scientific instruction for the workmen connected with the mines certainly does not furnish such evidences of success as could reasonably be hoped for; and if an attempt be made to ascertain the cause of this it will, probably, be traced to the circumstance of too much having been attempted, and of those who inaugurated the projects having been insufficiently acquainted with the precise requirements of those whom it was intended to benefit. Just as it is considered perfection in teaching to be enabled to descend to the mental level of those to be instructed, so it will be found that he who is intimately acquainted with the nature, habits, and thoughts of the working miner is best fitted to supply him with instruction. Thus it is that frequently the less learned man is the better teacher; the instruction he imparts to his pupils may be less complete, but more in accordance with their mental capacity, and, consequently, more capable of application by them to useful purposes. The Royal School of Mines is anything but a success, whilst the mining schools of Truro, Bristol, and Glasgow have long since ceased to exist; the Miners' Association of Cornwall and Devonshire, the only association of the class not supported by the Government remaining, being much in want of resources, although its statistics show that its advantages are fully appreciated by the working miners of the district, and by those who intend to pursue mining as a business in after life.

Now, the proposition of Mr. JONATHAN HYSLOP, to which reference was made in noticing his volume on "Colliery Management" in last week's *Mining Journal*, is essentially to form an organisation much more complete, but somewhat similar in principle, to the Miners' Association of Cornwall and Devonshire, and there can be little doubt that if carefully developed the project will be attended with success. It would embrace the whole of Scotland, and it is not unlikely that a similar organisation for England under the auspices of the Royal School of Mines would at once add to the prosperity and popularity of that establishment, create the men who would become students of the School, and be productive of a vast amount of general benefit. Mr. HYSLOP, with reference to Scotland, remarks that it is not likely that a mining school will again be attempted in Glasgow in view of the recent failure. The support of a central school, he continues, falls upon the circle near it; more distant owners take little interest in it, and students are slow to leave home and reside in town for the purpose of attending it. But he finds that there is, nevertheless, an increasing desire for instruction among present and prospective managers, and it is a pity that this should not be fostered. To meet this felt want, he has sketched out a scheme for an EDUCATIONAL MINING INSTITUTE FOR SCOTLAND, which certainly appears worthy of careful consideration; since economy and simplicity are combined in a remarkable degree, and ample encouragement would be afforded for emulation amongst the members.

The mining districts of Scotland are to be divided into 24 sections, each with a resident committee, to establish a class, composed of managers and others willing to join. The classes are to meet every three weeks for at least two hours, and on alternate occasions read and discuss papers connected with mining. Of course, the object of these papers would be to enable every member to express his individual views upon the particular branch of mining in which he feels most interest, and thus put forward suggestions without the fear of their being appropriated by others. The quality of the papers will be judged of by the sectional committee, and those considered to possess especial interest will be forwarded to the General Council for approval and publication. This General Council is to be composed of one member from each sectional committee, with the addition of the Government Inspectors, and is to be a supreme court of control and reference, having charge of the general fund, authorising the publication of approved papers, and appointing a thoroughly qualified lecturer. This arrangement seems well calculated to ensure the proper representation of all concerned, and to prevent the publication of any but really valuable papers. With regard to the duties of the lecturer, it is certain that Mr. HYSLOP does not propose that an idle man should be appointed; for he is to devote four evenings each week during forty-eight weeks of the year to instructing the classes in turn, for at least two hours; following an open lecture with an examination, test calculations, and suggestions for study during the interval between his visits. In this way each sectional class would receive authorised instruction every six weeks during forty-eight weeks of the year—the visits being arranged according to a printed plan. Now, with regard to this portion of the proposition it may, perhaps, be doubted whether the attendance of a teacher once in six weeks would be sufficient, and also whether any one teacher, no matter how competent, could satisfactorily lecture upon all the subjects that should be treated of. This, however, would be proved by experience, and should the one lecturer, or the lectures once in six weeks, be found insufficient there would be no difficulty in making an additional appointment.

But perhaps the most important matter is the raising of the funds, for it must be admitted that the financial difficulty is by far the greatest that similar associations have had to contend with. Mr. HYSLOP proposes that the funds shall be raised by an annual fee of 10s. from each member of class, which, with an average of 20 members each, would be 240*l.* The remainder is to be raised by the sectional committees in subscriptions from lessors and lessees, which at 10s. from each colliery, or an average from each section of 10*l.*, would be 240*l.* more, or 480*l.* per annum in all—an ample provision, Mr. HYSLOP thinks, for all expenses, and yet very easily borne. Now, the only question for consideration here is whether 20 members could be obtained for each class, for it must not be forgotten that there is not a single class so numerous at the Royal School of Mines at Jermyn-street, and that some of the classes there cannot muster one-third of that number. At the Working Man's College, in London, where the fees are considerably lower, and where they have a full staff of most competent teachers, a class of a dozen would be considered highly satisfactory. And at the Mining Schools in Cornwall, Bristol, and Glasgow the numbers were seldom much greater. For every student educated at the Royal School of Mines the cost to the country is enormous, and the local mining schools, notwithstanding the large amount of extraneous aid they obtained, could not be made to pay their expenses. These facts might probably be taken as arguments in favour of Mr. HYSLOP's suggestion for lectures at six weeks intervals, and meetings of some kind at intervals of three weeks; and it might happen that after such intervals there would be a freshness about the meetings, sufficient to secure increased interest in them.

There would be a vast difference, again, in the character of the instruction given, for whilst at the Royal School of Mines and similar institutions the student is simply taught that which could be as readily obtained from any recognised text-book on the subject, judging from his book (which may be considered to represent the kind of lectures he would propose, and which are certainly such as would be of the utmost value to those engaged in connection with collieries), the Scottish Mining Institute lectures would be chiefly of a practical nature, just sufficient text-book matter being introduced to prevent sound principles being departed from. By thus adapting the teaching to the requirements of the students the larger number estimated may be obtained, and we may thus be enabled to place the Educational Mining Institute for Scotland amongst the more important associations of the kind in the kingdom.

COAL FOR THE ROYAL ITALIAN NAVY AND RAILWAYS.—We understand that the eminent firm of A. Centurini, Genoa and Naples, has recently concluded with the Italian Royal Navy and Railways some important contracts for Newcastle and Cardiff coals.

Coal, in the form of Dust, is now used as fuel, being carried into the Furnace by Blast, and it is stated that the blast itself can turn a rotatory engine or apparatus, which communicates sufficient power to work the dust feeder.

STEEL.—The exports of unwrought steel from the United Kingdom in August amounted to 3136 tons, against 2712 tons in August, 1869, and 2444 tons in August, 1868. In the eight months ending Aug. 31 this year the aggregate exports amounted to 22,913 tons, against 21,715 tons in the corresponding period of 1869, and 18,521 tons in the corresponding period of 1868. The exports to France to Aug. 31 this year amounted to 2112 tons, against 1950 tons in the corresponding period of 1869, and 1667 tons in the corresponding period of 1868. The United States took 10,419 tons, against 11,068 tons and 9522 tons respectively. The value of the unwrought steel exported in August was 95,434*l.*, against 77,924*l.* in August, 1869, and 77,450*l.* in August, 1868; and in the eight months ending August 31 this year 725,047*l.*, against 676,643*l.* in the corresponding period of 1869, and 602,521*l.* in the corresponding period of 1868. This branch of our exports would appear, then, to be steadily extending.

NEW ARTIFICIAL LIGHT.—The Phillips carbo-oxygen lamp, which is already known (at least, by name) to most readers of the *Mining Journal*, is at present attracting much attention in America, the cheap production of oxygen being all that is required to ensure success. Cheap oxygen, it is believed, can be obtained by the process of compressing air through water. This idea of dissolving out the oxygen by water is not new, but has never been carried out on a large scale. It has been explained by Roscoe that when air is shaken up with a small quantity of water some of the air is dissolved, and that the dissolved air, when separated by boiling the water, is richer in oxygen. The oxidised air can be further and further purified by repeating the process, until at last a gas containing 90 per cent. of pure oxygen is obtained. It is suggested that this may ultimately prove to be the cheapest method of manufacturing oxygen. The advantage of this in connection with such lamps as that of Phillips is apparent, the cost of the oxygen being the chief cost of burning the lamp. The wick of the new lamp is of non-combustible material, probably asbestos, and oxygen is supplied from a reservoir from a peculiarly-constructed apparatus. The flame is made to assume the form of a star, and any heating of the wick-holder is prevented by the manner in which the oxygen jet is permitted to feed it. It is said that the wick requires no trimming, and explosions are impossible, as the oxygen does not in any way mix with the gases that might be produced by the heat of combustion. The light of a lamp consuming 5½ cubic feet of gas per hour is equal to that from 90 or 100 candles.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

Oct. 27.—The iron works and collieries in Derbyshire are in about the same state as regards trade as in last notice, there being a gradually improving demand for Coal for household purposes. A want which has long been felt in some of the lead mining districts is about to be supplied. A company has been formed for making a line of railway, about 13 miles in length, from the Midland station at Hassop, crossing the Derwent near Froggath, and proceed along the Hope Valley to Castleton. Several lead mines and other important works will be much benefited by the line, and there will be a greater development of the former in consequence. Indeed, the mines at Hucklow, Eyam, Castleton, and other places, have long been placed at a great disadvantage from the want of railway accommodation, and the lessors and lessees of the minerals in the district through which the new line passes cannot do otherwise than promote in every way an undertaking which ensures to them those facilities of transit which has placed them at such a serious disadvantage when compared with other districts. The coal owners on the Midland will also be benefited by the line, whilst tourists, who delight in scenery, picturesque or bold and rugged, will be enabled to pass through a district by railway remarkable for all that can please the eye. As a speculation alone, there can be no doubt but the line will well repay those who have promoted it, and who, we understand, include the principal landowners and others interested in the prosperity of the districts through which it will pass.

The heavy branches of the Sheffield trades are still active, so that the war has in no way affected them, unless in some instances to improve them. Powerful armour plates for ship purposes, and for land batteries, are being largely produced, whilst there is every appearance of a long season of activity in the same line. Railway material, including locomotives, rails, springs, buffers, and wheels are also in brisk request. There is no change in the Rotherham district, where a steady business is being done. At Elsecar, two of the furnaces on Siemens' patent have been at work, and have given every satisfaction, whilst the others, it is expected, will shortly be completed, and so increase largely the make of puddled bars. The works at Chapeltown and Thorncliffe are kept well going, some large orders being in hand for foundry material, more particularly pipes, gas tanks, and similar goods, for which the firm has a high reputation. The collieries are also very busy, there being a larger number of men employed at them just now than there ever has been.

The reduced rate by the Manchester, Sheffield, and Lincolnshire Railway for coal going to London by way of Retford has as yet scarcely got into the required groove, and a hitch took place at starting, but during the last two or three days the traffic has been sent along smoothly. It appears that whilst the company reduces the rate by about 1s. a ton, the coalowners reduces their prices in London to the same amount, so that they are in a position to compete with either the North Country or the Derbyshire collieries. Nothing as yet has been effected with a view to sending coal by screw-steamers from Grimsby to London, but one of the best authorities on the subject, and who has long been connected with the trade as a shipowner and merchant, and who is now a very large colliery proprietor, is of opinion that the scheme is one that will not only work well, but profitably. Steam coal is not in such request as it has of late been, and there is every appearance of the shipping trade to the North of Europe being speedily closed, as the demand recently has been rather spasmodic. During the last two days, however, the quantity on the line at Grimsby was very small, in comparison to what it has been up to a week since. Engine fuel is in moderate request for the Manchester district, and for Glossop and Stalybridge. Coke is in brisk demand for the iron works in Lincolnshire and other places.

The inquest upon the bodies of the two men who lost their lives by the explosion at the Day-Eye Pit, near Leigh, has resulted in a verdict of manslaughter against the underlooker, T. Parr, the jury finding that the explosion was caused through his negligence in pulling down a portion of the bratticing, and also that the system of getting coal so far without cut-throughs is highly reprehensible, as well as the generally loose system in the working of the mine. It was proved, in evidence, that lamps were given out from the office unlocked, and, although the use of unlocked lamps was prohibited, men were allowed to fire their own shots, although their places had shown gas; and a spade which had been used as a danger signal, by chalking "fire" and the date upon it, was so placed that it was found under a tub, and only when it was looked for, because it was wanted.

Mr. JOSHUA JEAVONS, of the Atlas Steel and Iron Works, has just been presented with a handsome testimonial, consisting of a beautifully designed timepiece, and two elegant Sevres china vases to match. A silver shield in front of the clock bears a suitable inscription, stating that the presentation was made by the employees of the works on the occasion of his retiring from the management of the iron department. Mr. Jeavons commenced his career under Messrs. G. B. Thorneycroft and Co., of Wolverhampton, and for the last five years he has superintended the iron department at Sir John Brown and Co's. works, at Sheffield, and is now about to commence business on his own account at Millwall. Mr. Jeavons has patented a plan of producing bent armour and battery plates of any desired form at a much smaller price than usual, yet of equal or even superior quality. The rolling-mills at Millwall have already some extensive machinery, but to enable him to carry out extensive Government orders, where there is a limit of time, an additional mill (by Messrs. Claridge, North, and Co., of Bilston) will be put up, the housings of which weigh 21 tons each, and the rolls upwards of 18 tons each. Mr. Jeavons has the best wishes of all in the district.

REPORT FROM SCOTLAND.

Oct. 26.—In the absence of speculation the Pig-Iron market is without much variation, although there is a good business being done with melters, and for export to North and South America, and north and south European ports. A considerable extra trade is also being established between the port of Ardrossan and South Wales. During the week the foreign shipments amounted to 9657 tons, and the coastwise to 4641 tons, making a total of 14,298 tons, against 12,541 tons in the corresponding week of last year. These shipments, along with present low prices of warrants, are necessitating deliveries from store of from 200 to 500 tons per day. On Monday the market opened rather improved in tone and price, and yesterday the market closed buyers 51s. 6d. prompt, and 51s. 9d. a month; sellers 1d. per ton higher. To-day the market was again steady, and yesterday's quotations were paid for several lots, closing buyers 51s. 6d. cash, and 51s. 9d. a month; sellers 1d. per ton higher. No. 1, g.m.b., 52s. 3d.; No. 3, 51s. 6d.—Makers' Iron: Coltness, 62s.; Gartsherrie, 60s.; Summerlee, 58s.; Langloan, 57s. 6d. (out of store, 53s.); Shotts, 57s. in the Forth; Govan, 52s.; all Eglinton, at Ardrossan, 52s. There is a continued, but scanty demand for Manufactured Iron, showing that the article is required, but that specifications are held back from some unapparent cause, which may be set down as the war, with its unsettled accompaniments. These sustained, though small, orders are keeping the works well engaged, the only exception being a want of demand for plates. The quotations are unchanged. In engineering and foundry work there is a brisk trade doing.

Coals have considerably improved in demand, both for shipping and domestic purposes, and there are pretty sure indications of an advance being made at the beginning of the month. The foreign and coastwise shipping of the week amounted to the large total of 34,755 tons, against 26,865 tons in the same week of 1869. The miners are all engaged, and we hear of no strikes. Mr. William Merry Gilmour, coalmaster, Wishaw, of the firm of Scott and Gilmour, coalmasters, of Wishaw and Glasgow, was sequestrated on Feb. 4, and discharged on Oct. 3, by consent of the creditors, without composition, the estate remaining in the hands of the trustee for division. The going colliery of Maxwood, near Galston, belonging to His Grace the Duke of Portland, and the remaining coal and roughband ironstone and fire-clay at Cleland, near Motherwell, are both in the market to be let.

On account of the uncertainty of the weather, and the shortening of the day, the Clyde shipyards are rather quieter, with less business going forward during the winter months, and consequently a diminished consumption of iron. During the week there was launched a screw-steamer of 1500 tons, for J. A. Dunkerly and Co., Hull. She was named the Tiber, in the usual way.

SCOTCH PIG-IRON WARRANT STORES.—A correspondent in last week's Journal complains of some remarks on the Canal Company's facilities for delivering pig-iron stored with them, and asserts that "iron is as cheaply delivered to the warrant holder from it to any point of the city as from the other stores; and indeed, in some instances, delivered at points not included in the other's list." It was mentioned that the Canal Company's store was situated in an extreme corner of the city, and I have no doubt that it may give facilities for delivery in the neighbourhood of that extreme corner which the other does not; but will "Credo" establish, by any reliable evidence, that generally the Canal Company provide as liberal facilities for delivery over the whole city as the Messrs. Connal? Is it not a fact that some makers of g.m.b will not deliver at the Canal Company's store unless at an enhanced price to the buyer? Is it true that "the proximity of the store to the point of delivery does not abate one farthing of the change? On enquiry, I find that if the iron is removed in scows from the Canal Company's store they "abate" 4½d. a ton; and that if it has to be delivered in (say) Hutchesontown or Little Govan they add to the charge, or will not deliver at all; and in some cases they have to be gently pressed into delivery without adding to the cost. We have even been told by one merchant that he had to exchange his warrants with another for similar iron held in Connal's stores, to save the extra expense of cartage. "Credo" will then see that "proximity" of the store to the "point of delivery" is of pecuniary importance to the trade, as a rule, and sometimes "abates" and other times "adds" to the price of the iron.

TRADE OF THE TYNE AND WEAR.

Oct. 27.—There has been a good supply of vessels during the past week, and a large business has been done; the imports of timber, Esparto grass, &c., have been on an extensive scale, and the exports of coal, chemicals, &c., also very heavy. Many vessels have been loaded for the North German ports, the Mediterranean, and other ports, and a large trade altogether is now being carried on—indeed the general trade of the district has not been so brisk for a long period, and it would appear that the stagnation caused by the war has brought a large amount of orders of a certain class here. The business going on at Tyne Dock is quite unprecedented, and the facilities there for import and export, although great, are fully taxed, and additional shipping places are now urgently needed. These, however, are expected to be provided very shortly near the mouth of the Tyne on the south side; and with respect to the north side, although business is not quite so brisk there as it is on the south side, yet the old scheme for the formation of docks at the Low Lights has been again revived, and although not backed very generally, it certainly has some good supporters. The demand for shipping has been great lately, and consequently the rate of freights, especially for foreign ports, has much improved.

The North-Eastern Railway Company have determined to continue the shore line down the north side of the Tyne, so as to provide fully for the wants of the extensive shipbuilders and other manufacturers in that district, and they also project a new coast line of railway from Sunderland, commencing with a bridge over the River Wear, and proceeding by way of Seaham, &c., to Hartlepool and Middlesborough. No doubt this line will at no distant date be formed, as the mineral trade of the district urgently requires it. As a rule, colliers were never better employed than at present in Durham, and at many places, especially at the extreme edge of the coal field, men are getting somewhat scarce. The great demand for coke keeps the coking collieries at full work. The trade is scarcely so brisk in Northumberland, although a good business has been done there lately, and the time is now approaching when large heaps of steam coal are accumulated, which are generally got rid of when the trade opens in the spring.

The Iron Trade continues in most branches very brisk, there being a good demand for most kinds of iron, with the exception of rails and some other kinds of finished iron, and much anxiety is felt for rail orders, especially for the ensuing year. The movements of the men also cause much uneasiness, and at present some fears are entertained that they will upset the system of arbitration, which has only had as yet a very short trial, although it must be confessed that some success has attended the system in many cases. Engine-builders, boiler-builders, and foundry works, &c., are busily engaged. Most of them have, indeed, orders on hand sufficient for a long time to come, and all the manufactory trades are extremely busy. The Chemical Trade on the Tyne continues to advance steadily, there

being a good demand for all their productions. The new bridge over the Tyne at Newcastle is now rapidly approaching completion; the massive centre pier has been completed. The new bridge at Redheugh is also nearly completed, and will be opened in a short time. Shipbuilding continues brisk on the Tyne, Wear, and Tees, and the demand for ship-plates is good, the new lines of railway projected by the North-Eastern Company will prove a great boon to iron shipbuilders, especially those on the Tyne, as plates will be conveyed direct from the works where they are produced, and delivered into the yard of the shipbuilders, and this is a most important matter, at present the cost of carriage being a serious drawback.

The Central Railway through Northumberland is to be formally opened on Oct. 31. This line extends from Scots Gap, on the North British Railway, to Rothbury, a large village on the Cocquet river, celebrated for the beauty of its situation and the salubrity of its air. The railway, although of great importance to the agricultural population of the district, does not at present possess any value with respect to minerals. However, the line passes in very close proximity to the unfortunate iron and coal works at Brenkburn, where a large capital was sunk a few years ago, but owing mainly to the want of railway facilities the enterprise was reluctantly abandoned. It is possible that the opening of this line may lead to the re-opening of these works, as iron ore of excellent quality, and some coal also, is known to exist, and the ground is entirely unwrought. The ore will, no doubt, like the Redsdale ore, be rather expensive to work, but the value of the ore is so great as to quite compensate for the extra cost of working it. The Redsdale iron sells readily here at prices far above those received for ordinary brands.

The strike at the Sheriff Hill Colliery still continues, so far as the bulk of the men are concerned; there are, however, a few men at work, and the number is gradually increasing, so that it is likely the strike will die out in that way. The men at present at work are engaged in driving exploring drifts.

Mine Inspector for South Durham.—The inspectorship for South Durham appears likely to prove most difficult to settle. It was a short time ago considered to be an arranged matter, it being alleged that Mr. Spencer, of Thornley, had received the appointment; it appears now, however, that this arrangement is not to be carried out, and the office still remains open. There are several candidates for the position, although, owing to the reduction made in the salary, the best candidates have withdrawn; and it really appears to be very odd that the present Government should consider it unnecessary to appoint a first-class inspector for such an important district.

REPORT FROM THE NORTH OF ENGLAND.

Middlesborough, Oct. 27.—The efforts now being made for an armistice in relation to the hostile nations on the Continent, and the more brightening prospects of favourable results attending the efforts to bring about peace, tended to strengthen the confidence of the iron market at Middlesborough, on Tuesday, in some small degree. The market was more hopeful of an early settlement between France and Prussia, and, consequently, prices were not quite so easily affected by buyers. Last week's quotations were generally adhered to, makers asking, as a rule, 50s. 6d. for No. 1, and 47s. for No. 3, but a quantity of pig-iron changed hands, at a shade under the latter quotation. Deliveries by sea are good, considering the time of the year, and opposing influences; and the consumption in the Cleveland district, and inland, is not lessened to any great extent as yet. The manufacture of pig metal is well kept up; and notwithstanding the ill effects on trade during the past few weeks, the stocks in the hands of Cleveland makers are expected with certainty to show, at the close of this month, a considerable decrease upon the September returns.

There is more hope among rail makers just at the present moment, and should terms of peace be arranged early there is little doubt, from the purchases that are known to have been made for Russia and America, that makers of this class of iron would be favourably situated for some considerable time to come; as it is, however, those foreign houses that have orders to place are withholding their contracts. Notwithstanding the present state of the trade, rail mills continue in steady operation; plate mills are also regularly engaged. Several launches of new vessels have taken place in the North during the past week or two, but fresh commands to shipbuilders are not numerous. The ironstone mines of Cleveland are in full work, and new mines are being opened out. The Coal Trade of South Durham is steady, while there is a brisk demand for coke. The position of trade generally is little changed since last week; if at all it is, we think, inclined to improvement.

The Cleveland Institute of Engineers.—On Saturday, the new session in connection with this institute was inaugurated by a dinner at the Alexandra Hotel, Saltburn-by-the-Sea. About thirty-five gentlemen sat down to an excellent repast. The President, Mr. Wm. Barrett, occupied the chair, and Mr. David Joy filled the vice chair.

A meeting of the Cleveland Iron Trade Foremen's Association was held at Middlesborough on Saturday evening, the President, Mr. J. M. Oubridge, in the chair. A paper was read by Mr. J. Swalwell, foreman for Messrs. D. Joy and Co., on "Differential Pulley Blocks." Mr. Swalwell said that the subject of his paper was the raising and lowering of weights—a subject that had exercised the ingenuity of mankind in all ages. In the early ages the implements for raising and lowering heavy bodies were, like those used in all other branches of industry, of the most simple character. When man began to erect dwellings of convenient size and form, in place of the rude hut or confined tent, the lever was his first instrument brought to bear in moving blocks of stone and beams of timber required for such structures. The rude rope of twisted fibre, or strips of the skins of animals, was also made to aid in these objects, and its combination with the lever in various ways doubtless at length suggested the conversion of the simple lever into the compound lever or pulley, round which the rope might pass, such conversion ultimately leading to other improvements. By some it has been supposed that the ancient Egyptians, in the erection of their buildings, including those wonders of the world the Pyramids, made use of inclined planes only, up which the blocks required were forced by the aid of levers, or dragged by ropes, and that they were ignorant of the use of the rope and pulley, whilst others have taken it for granted they were in possession of most, if not all, of the contrivances for raising and lowering heavy bodies, which are known to have been used by the Greeks and Romans. Whether the latter is the correct assumption may be doubtful, but Wilkinson, in his work on the manners and customs of the Egyptians, mentions a circumstance which would seem to prove that they were at least in possession of the rope and pulley—this proof being the disinterment some years ago of a pulley having the fragment of a rope adhering to it, the side of this pulley being of Athul or Tamarisk wood, and the roller or middle part of fir, the portions of rope apparently consisting of the fibres of the date tree; this interesting relic, according to Wilkinson, is or was in the museum at Leyden.

But to follow the successive development of the pulley block through all its stages was not his intention, although it might be useful and interesting, but he would confine himself to what is known as the differential pully block, now in such general use: and he would confine himself to three or four of the most approved forms of such pulley blocks now in general use—Weston's Eade's, Pickering's, and Moor's patents. First, by premising what he considered the essential requisites of a reliable pulley block, which are first to lift the maximum load with the minimum of power; secondly, lifting chains to travel at the same surface speed of the load; thirdly, load to hang centrally with the hook; and, fourthly, to suspend the load safely, also being perfectly free to lower quickly, and under such control that it can instantly be stopped in any part of its descent, those properties not to be affected with any reasonable wear and tear.

He then, by the aid of drawings descriptive of four kinds of blocks before mentioned, and two pair of small model blocks, and likewise a specimen of a worn out Weston's pully block, very fully described the various details of each separate block under which they acted, showing minutely the details in each. In considering the advantage of each class of pully blocks that he had had the honour to describe, it was his opinion that the great failing of the "Weston pully" was due to the speed which the lifting chain had to travel over the sheaves, with the weight hung upon them against the speed of the weight lifted, for instance, in a 20-cwt. block, 30 feet of chain had to pass over the lifting sheaves to lift the lode 1 foot high, and 40 feet in a 40-cwt. block, thus throwing an amount of friction, and consequent wear and tear upon them, which is shown by the chains beginning to jam between the stays of the lifting sheaves, and you can neither get them up or down. The wear of the chain has also been very great, and by the specimen of the worn-out block and a piece of the chain, the great defect was fully exemplified. The Eaden and Pickering blocks, in which there was a great similarity, he also considered defective, both of them lifting with one chain only, as it throws all the strain on one side, causing them to hang very un-mechanically, and also to lower with a very unsteady jerking motion. Moor's patent, in his opinion, combined more of the elements of a good block than the other three, possessing as it does, the advantage of getting much greater power in the same diameter than any other known block; also having the two lifting chains passing over opposite sides of the block, both chains travelling in the same direction, at the same surface speed as the load; the load being distributed on all parts of the same block, having no fixed parts, each part being free to roll, and the other also being perfectly free to lower, and under such control that the weight can be stopped or left suspended safely in any part of its descent. As to the durability of Moor's block, that was to be tried yet, it not being old enough to test it by years of trial; but he had no doubt that, with proper care, it would last for several years in good working condition.

After the reading of the paper, which was attentively listened to, an interesting discussion followed, during which Mr. Swalwell dissected the models and blocks he had with him, showing particularly the action of each part; the essayist giving it as his opinion that Moore's block was a decided improvement over any he had yet seen.

A very handsome case of cutlery was laid upon the table. It had been there for inspection before being presented to Mr. John J. Platts, the late secretary of the Association, on his removal to become manager of the Bridgewater Iron Works, near Bristol.

There is a movement on foot to form a Free Library for Middlesborough. The ironmasters are interesting themselves in the matter, and on Tuesday (yesterday), after the market, a meeting was held with this object in view, in the Royal Exchange, Mr. H. W. F. Bolckow, M.P., presiding, and a committee formed to take the necessary steps.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

October 27.—The Iron Trade of South Staffordshire is now quite as good as was generally anticipated it would be at this season of the year. There is a moderately good demand for most of the ordinary makes of merchant iron, especially gas strip, which at this season of the year is a good deal in demand. There is a steady flow of orders from the United States, and from South Africa and the East Indies the demand is pretty good. The pig-iron market continues dull. For the leading qualities, which, however, are produced in very limited quantity, there is a tolerably steady demand, but the commoner sorts are quoted a shade lower. All mine is now 3*l.* 10s. to 3*l.* 15s. for best brands, and 3*l.* 5s. to 3*l.* 10s. for second qualities; cinder pig, 52s. 6d. to 62s. 6d., and other varieties in proportion. The war, of course, exercises a prejudicial influence, and should the efforts to secure peace which are now being made, and which look the brighter from the capitulation of Metz, be successful, no doubt many orders now held back would be given out, and we should have a fair winter trade.

The Hardware Trades of South Staffordshire are rather better than they were. The last mails from Australia and the Cape brought more orders, and in most branches there is a moderate degree of activity. It is antisipated that Russia will require considerable quantities of heavy ironwork and machinery, railways naturally leading to a demand for superior apparatus for all purposes, from manufactures to agriculture.

The promised visit of the Truck Commissioners to South Staffordshire is exciting a good deal of attention. The practice of paying partly by goods does not prevail very extensively, but several firms keep stores, and do a very large business with their workpeople. Whilst the system is radically bad, and liable to very grave abuses, it is asserted that in many cases the workmen benefit, by securing a genuine article; whilst it is said that the wives and families of drunken men are greatly benefited, drawing goods for their support, and that they thus secure a far larger share of the husband's wages than they otherwise would. Still, it seems that in anticipation of the enquiry, many of these establishments are closing.

The system of arbitration in the Pottery Trades has worked well. Hitherto, however, it has been confined to only a portion of the trade. An appeal has been made by that part of the Board which represents the workmen from the whole of the employed, to subscribe not more than 6d. a year, to constitute themselves members, and to allow the masters to deduct the amount from their wages, they adding an equal amount to the contributions of the workmen. The appeal is very sensible and earnest. It concludes—"With you, the working men of the Potteries, the result of this movement rests. It is a choice between a comparatively weak board and a really strong board—perhaps between no board at all, and one that shall live long and be a blessing all its days. You know what this choice means—strife or peace, distrust or confidence, trade struggles or trade prosperity. The bread of the working man is sweeter when eaten in peace than amid discord."

The boiler explosion which took place at Walsall, last week, was the subject of an enquiry before the Coroner, on Saturday, and it was proved that there was a leakage at the rivets, and at a seam over the fire, previous to the explosion, and that a juryman said it had leaked for three months before the explosion, the engineman acknowledging that he put bran into the water to stop the leakage. The enquiry was adjourned for an examination of the boiler.

An important case of appeal against the rating of a colliery railway has been decided at the Brierley Hill Police Court. The question raised was whether such railways are rateable at all for poor rates. The overseers rated at 150*l.* on a gross rental of 200*l.*, but it was shown that a similar railway had been rated at 24*l.* Mr. Motteram, for the appellant, denied the right to rate colliery railways, but as the railway had been in existence when certain arrangements were made he did not object to its continuance at the lesser sum. The Bench ultimately decided that it should be rated at 39*l.* upon a gross rental of 52*l.*

Testimonial to Capt. Frederick Smith.—We noticed some few weeks since the intention of Capt. Smith, the Earl of Dudley's chief agent, to retire from his present position at the end of this year, and that a subscription had commenced amongst the agents, workmen, and others connected with the Earl's mineral estate, in order to raise funds to present him with a fitting testimonial. This movement has been taken up with great spirit, and the result at this time far exceeds all anticipation, the amount realised being nearly 400*l.*, and this will not be all, as the list does not close till the 31st inst. The subscription has been carried out upon a purely voluntary system, and nothing, we think, could be more gratifying to Mr. Smith than the general good feeling with which it has been taken up throughout the whole estate, as it clearly shows the high estimation in which he is held.

REPORT FROM MONMOUTH AND SOUTH WALES.

Oct. 27.—It would be useless to think of ascertaining the real position of the Iron Trade at present by looking at the aspect of things at the various iron-making establishment of the district. A large amount of work has latterly been turned out, and, so far as active operations are concerned, there are no evidences of dulness, which would, of necessity, lead to an erroneous conclusion in regard to the actual state of the trade. It shows only the prosperity that attended the trade during the early part of the year. How long this activity can be sustained depends now entirely upon what might transpire in the next two or three months. Although some few of the large Russian contracts are not yet quite completed, it is certain that they cannot last much longer; and unless, therefore, some new business of the usual character can be secured still further dulness and depression are inevitable. For some weeks past no foreign contracts of moment have come to hand, and makers' books are fast becoming empty. Foreign transactions, as regards many of the markets, have, in fact, virtually ceased, and it is impossible to say when this pause will end. Buyers everywhere are withholding their engagements until the issue of the great war is ascertained. The only source of demand which appears to remain open is that comprising some of the Southern American States, but even from these enquiries are each week decreasing, owing to the approach of the end of the year, when transactions are usually wound-up. There is, evidently, a determination on the part of merchants to limit their transactions in all directions as much as possible, so that as long as the war lasts there is no prospect of improvement.

Considerable anxiety is again felt respecting the negociations for peace, and some slight hope is held out of the efforts being successful. If the desired armistice can be obtained, there will be then some reason to expect that a sound basis of peace will be ultimately agreed upon. A resumption of something like the usual activity in the trade may also be looked forward to, there being no doubt that the demand in some directions would develope rapidly. The numerous extensions and improvements which are being from time to time made in the large establishments of this district render the works of immense capacity, and, of course, contracts of considerable magnitude are required to keep them going with anything like regularity, still there is no reason to apprehend that the orders which will in future be given out on various accounts will be inadequate. During the past week the shipments of iron have been unusually small from the local ports. Business in the home branch of the trade is tolerably active, and the small orders given out by the home railway companies serve to fill up the vacancies, in a measure, caused by the suspension of foreign transactions. Prices, however, show a tendency to recede. In the Tin-Plate Trade there is nothing fresh to note at present, business continuing dull, and prices remain unremunerative.

The Steam Coal proprietors of the district have latterly had more to complain of in regard to the weather, and the interruption caused to shipping operations, than of any lack of orders from the principal foreign markets. Very large clearances would have been made during the last week had it not been for the heavy storms, which prevented the due arrival and departure of ships at the local ports, and the collieries would consequently have been kept in much better employ. There is but little fresh to note in reference to the demand, the orders on the books being sufficient to keep the pits on nearly full time. The improvement in the House Coal Trade is well maintained, and the purchases, both on local and coasting account, are likely to show a still further increase as the season advances.

The efforts which have been made by the Midland Railway Company for the last three or four years to obtain improved communication with the great iron and coal centres of South Wales are likely at last to bear some fruit. By a working arrangement with the Hereford, Hay, and Brecon line, and an agreement with the Neath and Brecon and Swansea Vale lines, they are already able to breach the port of Swansea, and in a short time they will have direct access to the port of Newport by means of the Ross, Monmouthshire, and other lines. A manager has already been appointed for the district, in order to carry out the necessary arrangements respecting the traffic of Monmouthshire, so that in future it is expected the Midland will be able to compete for a fair proportion of the traffic which exists between this district and the Midland and Northern counties. Freighters have anxiously looked forward to such a connection for some time, and much satisfaction is expressed at the step which has been taken to bring it about.

At the Pontnewynydd Iron Works a rather startling disaster occurred a few days ago. The large driving wheel, while revolving at its fullest speed, was suddenly scattered in fragments over the works, one portion of it, weighing about 15 cwts., being hurled through the roof of the establishment. The machinery was extensively damaged, and operations must be suspended for some time in consequence. The men who were working about escaped in a marvellous manner without injury.

The enquiry into the late explosion at the Aberowmboy Colliery, by which five men were killed, was resumed on Wednesday at Aberdare, before Mr. G. Overton, Coroner. Mr. Wales, Her Majesty's Inspector of Mines, was present. The evidence adduced on this occasion went to show that the explosion took place at the flue, and that it was caused by neglect on the part of the flueman and the sudden fall of the barometer. It stated that the two fluemen were asleep at the time. The enquiry was further adjourned.

The arrivals at Swansea include—the Pandora, from Carloforte, with 435 tons of zinc ore, for H. Bath and Son; Baltic, from Carloforte, with 240 tons of zinc ore, for H. Bath and Son; Demetrius, from Bilboa, with 588 tons of iron ore, for Dowlais Iron Co.; Laura, from Genoa, with 340 tons of copper ore, for H. Bath and Son; Emilia, from Bilboa, with 310 tons of iron ore, for James Strick; Liscio, from Carloforte, with 700 tons of zinc ore, for H. Bath and Son; Hercules, from Coquimbo, with 540 tons of copper regulus, for H. Bath and Son; Connetable di Clission, from Bilboa, with 125 tons of iron ore, for Holway, Bros.; Copiapo, from Paposa, with 500 tons of copper ore, in bulk, for H. Bath and Son; Gem of the Sea, from Carloforte, with 309 tons of zinc ore, for H. Bath and Son; Powhattan, from Taltal, with 610 tons of copper regulus, for H. Bath and Son.

THE SHROPSHIRE COAL FIELD.

VISIT OF THE SOUTH MIDLAND INSTITUTE TO THE UPPER COAL MEASURE SERIES.

Several of the more influential members of this young and flourishing institute, including the President, Her Majesty's Inspector of Mines, Mr. Baker, Prof. Beckett (ex-President), Mr. Cope (secretary), and others, paid a visit on Monday to the singular group of upper coal measures on Linley Brook, opposite to Apley.

At Linley they were met by Mr. Randall, who, in conjunction with Mr. Roberts, late secretary of the Geological Society of London, prepared a paper on these rocks, which was read by the President, Prof. Ramsey. Mr. Randall called the attention of the visitors to some flaggy limestones lying in the bed of the brook, full of clusters of shells, in which Mediolopsis is most conspicuous, and with which spines and teeth of fish are also found, several specimens of which were collected. A dull yellow sandstone, answering to the well-known Downton sandstone, near Ludlow, rich in Beryphia, and in which fish remains are also found, was next visited. The "Passage Beds," leading from the Upper Ludlow to the Old Red Sandstone, consisting of red and grey shales, containing lingula, and capped by Old Red rocks, with ripple marks, and numerous fish remains, and the "Upper Bone Beds" were also examined, and specimens procured. Lower down the brook, and near to an old mill, mentioned in the Domesday Survey of the county, and which has, it is supposed, been grinding batches from that time to this, some dark-grey sandstone, with "coal sheds"—to use a term familiar in Shropshire—is seen, which is supposed to intervene between the Old Red and the younger coal measures, which crop out in a field just over the hedge. These coal seams are accompanied by a limestone, now called the Spirorbis limestone, from the fact that Spirorbis carbonarius is found associated with it in various places where it occurs. The coal measures consist of only two or three poor, worthless seams, and correspond pretty much with similar zones found at other places—in Worcestershire, South and North Staffordshire, besides other places in Shropshire. The feature most to be observed here, and which was discussed by the visitors, is the absence of the old coal measures. Did high ground exist here, composed of an old Silurian cliff, to prevent the deposition of the older and richer beds?

During the coal measure period there must have been oscillations of the surface, and periods when that surface must have been so accessible to the sun and air as to permit plants to have grown and reptiles to have crawled upon the slushy soil; and there must have been subsidences to have permitted great bodies of water over all, sufficient for large fish to have swam, and a sediment to have accumulated sufficient to form our ironstone beds. Did these changes, these oscillations, these elevations and depressions occur in Shropshire and South Staffordshire, with the exception of just here? And where is the evidence that this was high land during the long periods of coal measure deposition, and, then, of its dipping at last to receive the younger seams? We know of none. On the other hand, we find within a few miles of Linley, at Caughley, the relics of the old coal measures, overlaid by these younger ones, with this same bed of Spirorbis limestone as exist here at Linley; and we find other similar patches more or less thick, accompanied, in some instances, with evidences of the denuding action of the water.

The only other supposition is that the coal measures were formed here as elsewhere, and then denuded. The Permian Sandstone is seen at a short distance, dipping rapidly away from the coal measures, and this is succeeded on the Apley side by the New Red. Some time ago a seam of coal was found in the Permian rocks. The visitors, we need scarcely say, were pleased with what they saw; and having partaken of lunch, to which they were kindly invited by Mr. W. O. Foster, took their departure for Wolverhampton.

OLD TREBURGETT SILVER, BLENDE, AND LEAD MINE.

This mine, now become one of the wonders of Cornwall, is well worthy a visit from the tourist and those interested in new discoveries and progress in mining. It is situated about four miles from the sea, near St. Teath, and is readily accessible by carriage from Bodmin, Camelford, or Wadebridge.

Some forty years ago Treburgett was the centre of a great industry, giving employment to several hundred hands. It is mentioned by Sir Henry De la Beche in his "Geological Survey of Cornwall," and the wealth of its lead ore was noted in every mining record, until unfortunately the lode was cut off by a cross-course, and for the time lost, as the efforts to recover it, and to open up an abandoned part of the mine, resulted in an inburst of water, which being too powerful for the means then in use for pumping, flooded the mine, and discomfited the adventurers.

After the property had been abandoned some years, permission was given to the parish authorities to use the rubbish heaps for mending the roads, and to other persons also, to build walls and hedges with the quartz capels or broken pieces of the walls or sides of the lead lodes, sent up occasionally with the metal, and turned aside over the bank as useless.

This led to the discovery of a new value in the product of Treburgett—a true silver ore, which being beyond the knowledge of the old miners, had escaped attention. An old mining tributer observing in the course of years an increase in the value of blende (now utilised as zinc), remembered to have observed quantities of this mineral in the walls or capels of Treburgett, and applied himself to picking it out from the adit and places within his reach.

Soon he was surprised by an unusual price offered by the smelters, as much as 40*l.* a ton for this hitherto neglected Treburgett ore, and the fact becoming known in the village, the walls were pulled to pieces, the hedges ransacked, and even the very roads picked up in search of these valuable silver-bearing stones. These facts coming to the knowledge of Mr. T. A. Masey, of the Inner Temple, then on a vacation and geological tour in the vicinity, he followed up the matter to the rubbish heaps of the mine itself, which on being turned over yielded silver ore, after lying exposed forty years, to the value of 28*l.* a ton, without being either crushed or dressed. It being sent to the smelters exactly in the same state as found.

The scientific services of Prof. David Forbes, F.R.S., were then invoked, and a piece of ore picked up haphazard at the mine by him

gave on careful examination by assay 3000 ounces of fine silver to the ton. Silver, both native and otherwise combined, has been long known in Cornwall, but this examination of the waste heaps, the refuse of the Treburgett lodes, worked for lead some forty years ago, has led to the discovery of a rich silver-bearing ore, known to mineralogists as polytelite.

The workings, in consequence, have been actively resumed under the auspices of a limited liability company, in 20,000 shares, of 1*l.* each, and a powerful pumping-engine having been erected, the old workings have been unwatered, sufficiently to demonstrate that the capels or side walls of the lode, containing this rich silver ore and blende, have been left standing, as being distinct and separate from the lead, its value was not recognised by the former adventurers.

In addition to this, the lost lode has been again discovered, which bids fair to be as productive for lead and other ores as before, and also two other fine lodes of great promise and value intersecting it. This discovery of rich silver fahlerz, distinct and separate by itself, and also associated with blende ore, formed in the capels of a lead lode, opens up a new era in Cornish mining, so that the re-opening and working of this mine is in many ways an interesting event, as, probably, leading the way to a new field in British silver-lead mining, which has been somewhat neglected for foreign mines, but which now promises, through the more accurate knowledge of minerals now possessed, to be one of the richest in the kingdom, and, perhaps, even to rival some of the famous silver mining districts of the New World now being brought forward; for it is the opinion expressed by men of science and extensive mining knowledge, that the silver ore in Old Treburgett will increase in richness and quantity the deeper the lode is worked. The study of the formation of the Old Treburgett Mine is of great interest to the geologist and mineralogist, and may throw some light on the formation of silver ore, and silver in connection with lead lodes generally, as there is scarcely any other formation in the kingdom that offers so many points of interest as the workings of this mine.

Some idea of the wealth that awaits the new adventurers may be estimated from the fact that the old workings extend near ½ mile in length, having capels or walls, containing silver ore, both separate and in combination with blende, of upwards of 3 ft. wide, and estimated to produce, as at present in the 10 fathom level, 2 tons of ore to the fathom, with 60 fathoms in depth of backs, open and ready to be taken away as the water is pumped out, and also ¼ mile in length of virgin ground on the course of the old lode, with a like distance on the run of the two north and south lodes that cross it, the value of which intersection, as every miner knows, has led to the old Cornish phrase of "ore against ore."

The mine is open every Wednesday for inspection, on visitors handing their cards to Capt. W. Hancock, who has charge of the mine.

THE ALMADA AND TIRITO CONSOLIDATED SILVER MINING COMPANY.

In another column we give a full report of the first half-yearly general meeting held by this company on Monday. We may fairly congratulate the shareholders on their property having so rapidly become dividend-paying, Mr. Clemes having only reached the mines at the end of last March; and the circumstances warrant the belief that in the course of a very short time the dividends will be tripled or quadrupled: 30 stamps, and the necessary steam-power, being already purchased. Mr. Clemes, in his able report of Aug. 30 last, says:—"The present rate of extraction is insignificant compared with what we have every reason to expect, but the expenditure of time in laying open a property of this kind is unavoidable."

The length of ore ground now being profitably worked in the Tirito alone is 40 fms., of an average width of 18 ft., and worth 200*l.* to the fathom for the width of the lode. On the north, driving towards the Providencia and Mina Grande, a slide has been encountered, but it is confidently expected that the ore ground on the other side will be equally rich, and that the cutting through the slide will drain the Providencia and Mina Grande Mines to the depth of the tunnel, about 50 fathoms from the surface.

The drainage of these mines will enable the ore ground therein to be speedily opened up. The Providencia at the water level, about 25 fms. from surface, has been proved to be rich, and below that level it is maiden ground, and doubtless it will be rich in depth, as in the Tirito, immediately adjoining.

The main body of the ore, however, will be found in the Mina Grande Mine. That property was worked years ago to the 80 fm. level, by the Almada family, and the bottom gallery therein was 130 to 180 varas (yards) long, all in ore, and the vein was worked to a width of 12 varas, without reaching the upper wall. Don José Maria Queiros, who was superintendent of the mine in 1821, 1822, and 1823, says that in the three years of his administration this mine gave a profit of $800,000. It has been stated on reliable authority that the produce up to the time of Signor Almada ceasing to work, in consequence of the ores becoming black oxide of silver, and refractory, the beneficiation of which he did not then understand, exceeded $3,000,000.

At 120 varas in depth the mass of metal was enormously large, the lower wall exceedingly well marked, and the upper one lost in the multitude of seams. Signor Almada stated that at this point 500 miners could be employed. The yield of the ores was never below from 40 to 160 ozs. per ton.

It will thus be seen that the prospects of this company are highly encouraging. In fact, the Almada and Tirito Mines will probably become one of the most important mining and reduction establishments in Mexico, and they have the great natural advantages of proximity to the coast, cheap labour, and abundant fuel.

MINING ON THE PACIFIC COAST.

THE WYOMING SWEETWATER MINING COMPANY.

The States of Nevada and California have probably yielded within a given period more gold and silver than any other tract of country of similar proportions throughout the whole globe. In the former the Comstock lode alone has within a few years returned silver of the value of 20,000,000*l.*, while in the latter the Mother Lode has proved itself equally rich in gold. For many years it was thought that California was the only state west of the Rocky Mountains that contained precious metals to any material extent, but Nevada having subsequently disclosed treasure of equal, if not greater, value induced exploratory work in the adjoining states. This has resulted in some of the most important discoveries, more particularly in Sweetwater county, in the State of Wyoming, where the lodes, unlike those in the contiguous territories, are found to be disseminated throughout with an exceptionally high average percentage of metal.

Scarcely three years have elapsed since Wyoming began to attract the attention of the mineral explorer, but since then several townships have been formed, and among them South Pass City, the capital of Sweetwater. It is within two miles of this place that the property of the Wyoming Sweetwater Company is situated. It consists of a superficial length of 1200 ft., and a breadth of 100 ft., on the course of an auriferous lode 3 to 4 ft. wide, and known upon the records of the county as the "Irishman."

Mr. John Petherick, M.E., F.G.S., describes this and several other lodes of similar description to abound with free and latent gold, and as being more or less worked to a distance of 10 miles in length. Geologically, the property cannot possibly be more favourably situated, as the lodes eastward diverge and occupy a space of about three miles, while westward they converge in a hill not more than ¾ mile wide, the back of which is the outcrop of the "Irishman Lode." Mr. Petherick, during his inspection of the three mines working upon this lode, broke down various portions of rock weighing some 5 lbs., which, after pulverising and panning, was found to yield an average of 5 ozs. of gold to the ton; and the samples which he broke from the bottom of the shaft in the Caresa Mine have since been assayed by Messrs. Johnson and Matthey, the result showing a yield of 8 ozs. of fine gold and 6 ozs. of silver per ton of quartz.

It is computed upon information obtained from mine owners in the locality that the total cost of extraction, amalgamating, &c., cannot under any circumstances exceed $10 per ton, so that there would be a margin of profit of 16*l.* per ton, basing the yield at not more than 4½ ozs. per ton—the produce obtained by Mr. Petherick by means of the crude test adopted on the mine. But Mr. Petherick states that a more corect estimation can be formed from the result of 109 tons crushed from the bottom of the Caresa Mine (22 fms. deep), which produced $123 per ton, equivalent—at 4*s.* per dollar—to nearly 25*l.* per ton.

After a minute investigation of the entire district, Mr. Petherick has come to the decided conclusion that it generally abounds with the richest and purest veins of free and latent gold on record, and that the Wyoming Company possesses as promising a property as he has anywhere witnessed.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the WHEAL POLMEAR MINING COMPANY.—TENDERS, stating the highest price that will be given for a 36 in. cylinder ENGINE, 10 ft. stroke, even beam, and TWO BOILERS, 10 tons each, now being on WHEAL POLMEAR MINE, in the parish of ST. AUSTELL, within the Stannaries of Cornwall, will be received by the Registrar of this Court, at Truro, within the said Stannaries, on or before Wednesday, the 2d day of November next.

The above machinery can be seen on application to the officer of the Court in possession thereof at the mine, and further particulars obtained of—

F. HEARLE COCK, Solicitor, Truro.

Dated Registrar's Office, Truro, 18th October, 1870.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

IN RE EAST WHEAL SETON MINE.

TO BE SOLD, pursuant to an Order made in a Cause of Watson *v.* Wade and Another, dated the 30th day of July last, at the Registrar's Office at Truro, on Wednesday, the 2nd day of November next, at Twelve o'clock at noon, the

25 (56ths) PARTS or SHARES of the defendants, the Rev. Benjamin Wade and William Law, as executors or other the personal representatives of Samuel Law, deceased,

Of and in the said MINE.

HODGE, HOCKIN, AND MARRACK, Plaintiffs' Solicitors, Truro.

Dated Registrar's Office, Truro, Oct. 25, 1870.

FLINTSHIRE.

TO COLLIERY PROPRIETORS AND OTHERS.

SALE of a VALUABLE COLLIERY, known as the NANT COLLIERY, together with the LEASES in the MINES connected therewith, and the WHOLE of the EXTENSIVE and COSTLY PLANT, MACHINERY, and effects.

MESSRS. CHURTON AND ELPHICK respectfully announce that they have been favoured with instructions TO SELL, BY AUCTION, at the Queen Hotel, Chester Railway Station, on Saturday, the 12th day of November, 1870, at Two for Three o'clock P.M. most punctually, in One Lot, and subject to such conditions as will then be produced, all that VALUABLE COLLIERY, known as the

NANT COLLIERY,

Situate in the township of BISTREE, in the parish of MOLD, and county of FLINT, together with the LEASES of the MINES of COAL, CANNEL COAL, SLACK, and IRONSTONE, held from the lords of Mold, under certain estates, called Nant Mawr and Bistree, extending to upwards of 161 acres of land or thereabouts, for 21 and 25 years respectively, from the 25th of December, 1858, and from the 25th of December, 1857, at the usual royalties of the district.

Also, all the very EXTENSIVE and COSTLY PLANT, MACHINERY, and effects adapted for and used for the said colliery, including the railway from Padeswood, a schedule of which will be printed and circulated with the particulars of sale.

The Chester and Mold Railway runs through the property, and the pits are connected with it by a private locomotive branch, with points, crossings, junction, &c., complete.

It is believed that by a judicious outlay and good management this colliery is capable of being made extremely valuable and highly productive.

Printed particulars and any further information may be obtained from Messrs. TYNDALL, JOHNSON, and TYNDALL, Solicitors, Birmingham; or from the Auctioneers, Whitchurch (Shropshire) and Chester, at the latter of whose offices a plan of the land in lease may be seen.

THE MERTHYR DARE STEAM COAL COLLIERY,
ABERDARE, GLAMORGANSHIRE.

MESSRS. FULLER, HORSEY, SON, AND CO. are instructed by Messrs. Rhys and Richards to SELL, BY AUCTION, at the Auction Mart, Tokenhouse-yard, London, on Wednesday, November 2, 1870, at One o'clock precisely, in One Lot, the very valuable LEASEHOLD COLLIERY, known as the

MERTHYR DARE COLLIERY,

Situate about two miles from ABERDARE, lying between Powell's Duffryn Company's Cwm Dare Colliery, the Bwlfa Marine Steam Coal Company's Colliery, and Mr. Mordecai Jones's Nantmelin Merthyr Steam Coal Colliery, having direct communications by sidings on the Great Western Railway system with the shipping ports of Swansea, Port Talbot, Briton Ferry, Cardiff, and Newport, as well as Liverpool and London. The Dare Branch of the Taff Vale Railway runs over the property.

The total area of the mineral property is 482 acres, and there are underlying the surface FOURTEEN SEAMS OF COAL, of the aggregate thickness of 56 feet, or thereabouts, besides the Graig Vein, which crops out on the property.

The colliery was opened in 1852, and but a small portion of the upper seams has been worked. The coal is well known in the steam coal markets, and is on the Admiralty List. The colliery has been opened with two downcast shafts, and one upcast. No. 1 pit is sunk to the Upper Four-feet Seam a depth of 120 yards, and No. 2 pit is sunk to the Nine-feet Seam a depth of 164 yards. The workings are thoroughly ventilated, and are equal to an output of between 200 and 300 tons per day, which by a comparatively moderate outlay may be increased to 600 or 800 tons. There are several veins of ironstone, which are won with the coal, and some first-class fire-clay.

The property is held on lease for an unexpired term of about 41 years, at moderate royalties.

The MACHINERY is in good working order, and includes TWO PIT WINDING ENGINES, FOUR BOILERS, pulley frames and cages, a pair of INCLINE WINDING ENGINES and BOILER, saw mill engine, &c. The whole of which, together with about 12½ miles of rails above and underground, trams, screens, weighing machines, saw machinery, and other requisite apparatus for working the colliery, will be included in the purchase.

There are seven cottages, stabling, and other buildings, and an excellent supply of water for steam purposes.

The colliery may be inspected on application to Mr. LEWIS, Dynevor Mining Offices, Aberdare.

Printed particulars, with plans and sections, may shortly be obtained of Mr. RANDALL, Solicitor, Neath; of Mr. W. ROBINSON SMITH, Solicitor, Swansea; at the inns at Newport and Cardiff; at the Auction Mart; and of Messrs. FULLER, HORSEY, SON, and Co., 11, Billiter-square, London, E.C.

CARDIGANSHIRE.

FOR SALE, BY PRIVATE CONTRACT, NEW LISBURNE MINE, situated about twelve miles south-east of ABERYSTWYTH.

It adjoins the celebrated Lisburne Mines, and on the mine now offered for sale the identical lode, which has been worked at Lisburne for very many years to a very great depth, has been laid open.

The mine has been sufficiently proved to render its future working at a large profit a matter of certainty.

Intending purchasers may obtain further particulars on application to HUGH HUGHES, Esq., Solicitor, Aberystwyth.

MINING MATERIALS.

FOR SALE, BY PRIVATE CONTRACT, at PERRANPORTH, PERRANZABULOE, the following MATERIALS, viz.:—

An excellent CRUSHER, with a wood house; crusher wheel, 28 ft. by 3½ ft., with wrought iron axle; 10 ft. tooth wheel.

A WATER WHEEL, 24 ft. by 3 ft., with cast iron axle and frame complete, for stamping; several stamp heads.

A large timber house and roof; tram road iron; a sampling house.

ONE HORSE WHIM; staples and glands; one screw stock; several pulleys; 60 fms. ladders; rope; and sundry other materials.

Apply to Captain PILL, Perranporth.

FOR SALE, BY PRIVATE CONTRACT, at PAR CONSOLS, Par Station, CORNWALL, and close to Par Shipping Harbour,

ONE 80, and ONE 72 in. cylinder PUMPING ENGINE, and BOILERS.

24, 18, and 15 in. WINDING ENGINES and BOILERS.

8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, and 20 in. PUMPS.

H and top-door pieces; plunger poles; rod plates; and a large quantity of other useful MINING MATERIALS.

Apply to Capt. PUCKEY, St. Blazey, Cornwall.

LANARKSHIRE.

TO BE LET, at Whitsunday next, the REMAINING COAL and ROUGHBAND IRONSTONE and FIRE CLAY at CLELAND, near MOTHERWELL, recently held on lease by the late ROBERT STEWART, Esq., of Omoa Iron Works.

Also, a FIELD of OIL SHALE, and the CLAY and SHALE on the ironstone heaps, for brickmaking.

The mineral field is connected with Edinburgh and Glasgow by the Caledonian Railway system, and there are houses in readiness for workmen.

Mr. RODGER, at Cleland Townhead, Motherwell, will point out the Coal and Oil Shale Fields, and exhibit the working plans; and offers for a lease will be received by him, or by Messrs. DUNDAS and WILSON, C.S., St. Andrew-square, Edinburgh; or Messrs. JOHN and G. H. GEDDES, Mining Engineers, Melville-crescent, Edinburgh.—14th October, 1870.

TO BE LET, ON LEASE, for a term of years, SEVERAL ACRES of LAND, suitable for MANUFACTURING PURPOSES, advantageously situated on the south bank of the River Tyne, about two miles below Newcastle-on-Tyne, and within a quarter of a mile from the North-Eastern Railway. There is a good quay frontage, with deep water.

Apply to Mr. T. S. BRAMWELL, King-street, Quay-side, Newcastle-on-Tyne.

SOUTH EXMOUTH MINE, HENNOCK, DEVON.

FOR SALE, BY PRIVATE CONTRACT, the following, viz.:—

40 in. cylinder PUMPING ENGINE.
25 in. cylinder WHIM ENGINE, with CRUSHER attached.
60 fms. 11 and 12 in. PUMPS in shaft.
30 fms. 11 and 12 in. PUMPS at surface.
Timber, and various useful mining materials.

Apply to Capt. JOHN CORNISH, Frank Mills Mine, Christow; or to Mr. J. O. HARRIS, Public Accountant, 2, Gandy-street, Exeter.

FOR SALE, a superior secondhand 25-horse power PORTABLE STEAM ENGINE, also a 16-horse power, both equal to new, and guaranteed.

FOR SALE, cheap, several first-class new PORTABLE STEAM ENGINES 3 to 12-horse power, with all recent improvements.

PIT WINDING GEAR made at a short notice, suitable for Portable Engines.

FOR SALE, a secondhand PORTABLE ENGINE, with a MORTAR MILL.

Apply to—

BARROWS AND STEWART, ENGINEERS, BANBURY.

FOR SALE,—THE UNDERMENTIONED ENGINES:—

ONE 50 in. cylinder PUMPING ENGINE, with ONE BOILER.

ONE 20 in. cylinder ROTARY STEAM ENGINE, 7 ft. stroke, with or without BOILER, wrought iron fly-wheel shaft, and 10 ton fly-wheel; 12 heads of stamps connected.

ONE 12 in. cylinder ROTARY STEAM ENGINE, with ONE 6 ton BOILER.

THREE Cornish BOILERS, from 10 to 12 tons each, in excellent condition.

Also, several Cornish CRUSHERS, of various sizes.

A 60 feet WATER WHEEL, with hammered iron round shaft, cast-iron sockets, rings, &c.

For further information, apply to—

W. MATHEWS, ENGINEER, TAVISTOCK.

Tavistock, July 28th, 1870.

TO ENGINEERS, CONTRACTORS, BUILDERS, &c.

FOR SALE, a FIRST-RATE NEW 12 cwt. STEAM HAMMER, by Kirkstall Forge Co., Leeds, 12 in. cylinder, wrought iron piston rod.

THREE Dunn's patent DRUM TURNTABLES, 7 ft. diameter.

134 18 ft. lengths of 28 lbs. CONTRACTORS' RAILS, in excellent condition.

ONE CAST IRON TANK, 13 ft. 2 in., by 17 ft. 2 in. by 4 ft. 7 in.; will make other useful sizes.

ONE powerful HYDRAULIC PRESS, inverted ram, 10 in. diameter, 18 in. stroke.

ONE Stearine HYDRAULIC PRESS, ram 13 in. diameter, 15 in. stroke.

33,000 excellent FIRE BRICKS.

ONE 5 ton portable WHARF CRANE.

Apply to GWYNNE and Co., Essex Street Works, Strand, London, W.C.

ON SALE, SECONDHAND ENGINEERS', MACHINISTS', COLLIERY, and CONTRACTORS' PLANT; TOOLS and MACHINERY STEAM ENGINES, BOILERS, &c.

Particulars in "Monthly Register," post free on application.

FREDERICK MIRLS,
CONSULTING ENGINEER AND MACHINERY AGENT,
ST. ANN'S SQUARE, MANCHESTER.

VALUABLE CORNISH MINING MACHINERY.

MESSRS. J. C. LANYON AND SON have FOR SALE a very superior lot of the above, including—

80, 70, 60, 50, 30, and 24 inch PUMPING ENGINES;
24 inch ROTARY ENGINE, with CAPSTAN;
22 inch ditto, with CAPSTAN and CRUSHER;
Several good BOILERS;

A large assortment of PITWORK of all sizes; STRAPPING PLATES, rolled and faggoted, all of which are secondhand, in good condition, and will be sold on very reasonable terms.

For particulars, apply to—

LANYON AND SON, MERCHANTS, REDRUTH.

Dated Redruth, Feb. 23, 1870.

IMPORTANT NOTICE.

TO MINE PROPRIETORS, AGNETS, AND ENGINEERS.

MESSRS. J. C. LANYON AND SON, of REDRUTH, CORNWALL, having PURCHASED the WHOLE of the PLANT of the CLIFFORD AMALGAMATED MINES, beg to call the attention of all parties requiring SECONDHAND ENGINES, BOILERS, PITWORK, or MINING MATERIALS of any description, to the unprecedently favourable opportunity thus afforded for supplying their wants on the most favourable terms.

Communications to be addressed to—

July 4, 1870. J. C. LANYON AND SON, REDRUTH, CORNWALL.

CANNOCK CHASE COAL BY CANAL AND RAILWAY.

THE COMPANY SEND COAL BY RAILWAY, in trucks, TO ALL STATIONS, and LOAD CANAL BOATS at their extensive wharves on the Anglesey branch of the Birmingham Canal, adjoining the colliery; and also at Hednesford Basin, Cannock.

Also SUPPLY best LAYCOCK'S GARESFIELD FOUNDRY COKE, FIRE BRICKS, and CLAY RETORTS, free on board ship, Tyne Dock, Newcastle-on-Tyne.

Cannel gas coal, 15,000 feet of gas per ton. Illuminating power of gas in standard candles, 32½ candles.

For prices, apply to— JOHN N. BROWN,

ANGLESEY CHAMBERS, NEW STREET, BIRMINGHAM.

LONDON OFFICE, 455, NEW OXFORD STREET.

THE MARINER'S REEF QUARTZ MINING AND CRUSHING COMPANY (LIMITED).

MARYBOROUGH, VICTORIA, AUSTRALIA.

DIVIDENDS FORTHWITH. SPECIAL NOTICE.

To ensure allotment at par in this company applications must be sent in at once, before the arrival of the telegram, due next week, from Australia.

LONDON AGENT.

THOMAS DICKER, Australian and London Mining and General Agency,
4, ROYAL EXCHANGE AVENUE, LONDON,

Established in 1868, from whom prospectuses and all information can be obtained.

ABRIDGED PROSPECTUS.

MR. F. F. BUFFEN, the Manager of the Wyoming Mining Agency, 15, Coleman-street, London, is prepared to receive applications for the remaining 3000 shares in the—

WYOMING SWEETWATER MINING COMPANY
(LIMITED).

Incorporated under the Companies Acts, 1862 and 1867, by which the liability is limited to the amount subscribed by each member.

Capital, £60,000, in 12,000 shares of £5 each.
Deposit, £2 on application, £3 on allotment.

A large number of shares have already been applied for. Should no allotment be made, the deposits will be returned in full.

BANKERS—NATIONAL PROVINCIAL BANK OF ENGLAND, 112, Bishopsgate-street Within, and Branches.

CONSULTING ENGINEER—JOHN PETHERICK, Esq., F.R.G.S.

This company is formed for the purpose of acquiring and working 1200 linear feet on the Irishman and other contiguous lodes, a gold mining property, situate one mile and a-half from South Pass City, in the Sweetwater District of the Territory of Wyoming, United States of America, a district at the present time almost unknown in England, quite undeveloped, and, by all authenticated accounts, unrivalled for the richness of its gold mines.

Mr. John Petherick, F.R.G.S. and Mining Engineer, has been to Wyoming, and after a careful examination of the lodes, has just returned with his report, in which he gives as his decided opinion that the district in general abounds with the richest and purest veins of free and latent gold on record. Further, that the Wyoming Mining Company possess as promising a property as he has anywhere witnessed.

Full prospectuses, with a plan of the property and of proposed workings, together with specimens of ore brought over by Mr. Petherick, a copy of the contract with the vendor, and Messrs. Johnson and Sons' assay certificate, showing 8 ozs. fine gold to the ton of quartz, can be inspected at the office of the company, 15, Coleman-street, City, E.C.

THE WYOMING SWEETWATER MINING COMPANY
(LIMITED).

Notice is hereby given that the SUBSCRIPTION LIST FOR SHARES in this company will be CLOSED on TUESDAY next, 1st November. By order.

15, Coleman-street, E.C., October 26th, 1870.

THE IRON AND COAL TRADES' REVIEW:
ROYAL EXCHANGE, MIDDLESBOROUGH.

The IRON AND COAL TRADES' REVIEW is extensively circulated amongst the iron Producers, Manufacturers, and Consumers, Coalowners, &c., in all the iron and coal districts. It is, therefore, one of the leading organs for advertising every description of Iron Manufactures, Machinery, New Inventions, and all matters relating to the Iron, Coal, Hardware, Engineering, and Metal Trades in general.

Offices of the Review:—Middlesborough-on-Tees (Royal Exchange); London 11 and 12, Red Lion-court, Fleet-street); Newcastle-on Tyne (50, Grey-street).

THE NEWCASTLE CHRONICLE AND NORTHERN COUNTIES ADVERTISER. (ESTABLISHED 1764.)

THE DAILY CHRONICLE AND NORTHERN COUNTIES ADVERTISER.

Offices, 42, Grey-street, Newcastle-upon-Tyne; 50, Howard-street, North Shields; 195, High-street, Sunderland.

ICKFORD'S PATENT SAFETY FUSE,
FOR CONVEYING FIRE TO THE
CHARGE IN BLASTING ROCKS,&c.

Obtained the PRIZE MEDALS at the "ROYAL EXHIBITION" of 1851; at the "INTERNATIONAL EXHIBITION" of 1862, in London; at the "IMPERIAL EXPOSITION" held in Paris, in 1855; at the "INTERNATIONAL EXHIBITION," in Dublin, 1865; at the "UNIVERSAL EXPOSITION" in Paris, 1867; and at the "GREAT INDUSTRIAL EXHIBITION," at Altona, in 1869.

BICKFORD, SMITH, AND CO., of TUCKINGMILL, CORNWALL, MANUFACTURERS of PATENT SAFETY-FUSE, having been informed that the name of their firm has been attached to fuse not of their manufacture, beg to call the attention of the trade and public to the following announcement:—

EVERY COIL of FUSE MANUFACTURED by them has TWO SEPARATE THREADS PASSING THROUGH the COLUMN of GUNPOWDER, and BICKFORD, SMITH, AND CO. CLAIM SUCH TWO SEPARATE THREADS as THEIR TRADE MARK.

THE CORNWALL BLASTING POWDER COMPANY
ST. ALLEN MILLS, TRURO,

Beg to call attention to their WARRANTED WATERPROOF SAFETY BLASTING CARTRIDGES, adapted for SUBMARINE BLASTING and USE IN WET GROUND GENERALLY.

Prices and samples on application.

PISTONS, AND AIR-PUMP BUCKETS,
FITTED WITH
"PATENT ELASTIC METALLIC PACKING,"
Of which above FIVE THOUSAND have been made by
MESSRS. MATHER AND PLATT,
SALFORD IRONWORKS, MANCHESTER.

JAMES BUTTERWORTH
MAKER OF ALL THE VARIOUS SIZES OF
VERTICAL AND HORIZONTAL HIGH-PRESSURE STEAM ENGINES.

VERTICAL ENGINES, from 2 to 10-horse power,
HORIZONTAL ENGINES, from 3 to 40-horse power,
FORTY STEAM ENGINES, from 2 to 20-horse power,
In stock to select from, prices low, and ready for immediate delivery.

COLLIERY WINDING ENGINES
Made on an improved principle, up to 40-horse power.

TEAM DONKEY PUMPING ENGINES, from 2 in. up to 12 in., rams properly tested in actual work before delivery.
All made in a good, strong, substantial, workman-like manner, of the best material, and warranted to work well.
Plans, specifications, and estimates furnished upon application at the
ALBERT STREET ENGINE WORKS, MANCHESTER.
ESTABLISHED 1840.

IMPROVED APPLICATION OF WATER POWER.
THE TURBINE.

MAC ADAM BROTHERS AND CO., ENGINEERS, SOHO FOUNDRY, BELFAST, after twenty years of experience, have brought their IMPROVED TURBINE to great perfection.

It is applicable to all practical heights of fall, giving much greater power from the water than any other kind of water-wheel.

On low falls it has the great advantage of not being impeded by floods or back-water.

It is particularly well adapted for situations where the quantity of water is VARIABLE, and where all other wheels fail.

Its motion is extremely regular, and, when desired, a governor can be applied effectively.

This wheel is at work in a great many places, to which references will be given.

STEEL
WIRE
RODS.

Titanic Steel and Iron Company

(LIMITED),

SOLE MANUFACTURERS OF MUSHET'S

TITANIC
"BORER"
STEEL.

"R. MUSHET'S SPECIAL STEEL," for LATHE and PLANING TOOLS (N.B.—This Steel requires no hardening after being forged).

MUSHET'S TITANIC CAST STEEL,

For Drills, Chisels, Punches, Lathe Tools, Hammers, &c., &c.

WIRE ROLLERS.

FOREST STEEL WORKS,

COLEFORD, GLOUCESTERSHIRE.

HEPBURN'S PUMP LEATHER WATERPROOF

By a special method of preparation, this leather is made solid, perfectly close in texture, and impermeable to water; it has, therefore, all the qualifications essential for pump buckets, and is the most durable material of which they can be made. It may be had of all dealers in leather, and of

I. AND T. HEPBURN AND SONS,
TANNERS AND CURRIERS, LEATHER MILLBAND AND HOSE PIPE MANUFACTURERS,
LONG LANE, SOUTHWARK, LONDON.
Prize Medals, 1851, 1855, 1862, for
MILLBANDS, HOSE, AND LEATHER FOR MACHINERY PURPOSES.

RAILWAY WAGON WORKS, BARNSLEY.

MESSRS. G. W. AND T. CRAIK
ARE PREPARED TO
SUPPLY COAL AND COKE WAGONS
OF EVERY DESCRIPTION,
Either for cash, or by deferred payments through wagon-leasing companies

WAGONS PROMPTLY REPAIRED.

STURGEON AND CO
ENGINEERS, &c.,
BOLTON,
Sole Manufacturers of the Patent Self-acting
ORE CRUSHING AND PULVERISING MACHINERY,
Patent Coal-getting Plant,
Patent Air Compressing Engines,
Patent Blowers and Exhausters, &c., &c.
"Dead Blow" Steam Hammer.
Testimonials and Prices post free on application.

GLASGOW OFFICE: 127 and 129, TRONGATE—
P. and W. MACCLELLAN, Agents.
LONDON OFFICE: 33, CORNHILL, E.C.—
DONALD ATKEY and Co., Agents.

DEEP LIFT PUMPS.

HAYWARD TYLER and CO. are prepared to ESTIMATE for their
PATENT "UNIVERSAL" STEAM PUMPS.

Vertical and horizontal, with either long or short strokes. These machines have no fly-wheel, tappit, or small valves, are exceedingly simple, and are applicable to lifts of any height.

SOLE MAKERS,
84 and 85, UPPER WHITECROSS STREET, LONDON, E.C.

WARTON NATIVE OXIDE OF IRON
IS SUPERIOR TO ANY OTHER PAINT IN
BODY AND BRILLIANCY OF COLOUR,
AND, UNLIKE LEAD PIGMENTS,
IS INNOCUOUS TO THE WORKMEN USING IT.
Prices may be obtained on application to the agents,—
H. J. WALDUCK AND CO.,
No. 1, MARKET STREET, MANCHESTER.

THE BEVERLEY IRON AND WAGGON COMPANY,
LIMITED,
MANUFACTURERS of RAILWAY WAGGONS, WHEELS and AXLES, CARTS, LORRIES, WOOD WHEELS, PATENT WROUGHT IRON WHEELS and AXLES, BARROWS, PUMPS, DOUBLE PURCHASE CRABS, &c., &c.
IRON WORKS—BEVERLEY, YORKSHIRE.
Catalogues free by post.

MARTYN AND CO.'S SELF-ACTING BUDDLE
(PATENTED).
LICENSES GRANTED by R. MARTYN, CLINTON VILLA, REDRUTH, CORNWALL.

JOHN HORSLEY,
IRON AND METAL AGENT,
ST. ANN'S SQUARE, MANCHESTER.

PERMANENT, CONTRACTORS, and COLLIERY RAILS, in STEEL or IRON.
Wrought-Iron or Steel Weldless Locomotive Carriage and Wagon Tyres.
Iron and Steel Straight and Cranked Axles, Wheels and Axles, Railway Chairs, Fish Plates, Bolts and Nuts, Spikes, Cranes, Jacks, Rivets, Hurdles, and Chains.
Black or Galvanised Telegraph Wires, Fencing Wire.
BLACK, OILED, and GALVANISED CORRUGATED SHEETS.
Rolled Iron Joints, Wrought-Iron Girders, Roofs, Bridges, Tanks, Boilers, &c.
Boat Girder, Tank Bridge and Boiler Plates.
Angle, Tee, and Girder Iron.—Nail Rods, Tin Plates, Hoops, Sheets, Lead, Copper, Tin, Zinc, and Spelter.
Hot and Cold Blast Pig Iron, &c., &c.

RAILWAY CARRIAGE COMPANY (LIMITED).
ESTABLISHED 1847.
OLDBURY WORKS, NEAR BIRMINGHAM.
MANUFACTURERS of RAILWAY CARRIAGES and WAGONS, and EVERY DESCRIPTION of IRONWORK.
Passenger carriages and wagons built, either for cash or for payment, over a period of years.
RAILWAY WAGONS FOR HIRE.
CHIEF OFFICES,—OLDBURY WORKS, NEAR BIRMINGHAM.
LONDON OFFICES,—7, GREAT WINCHESTER STREET BUILDINGS.

THE BIRMINGHAM WAGON COMPANY (LIMITED)
MANUFACTURE RAILWAY WAGONS of EVERY DESCRIPTION, for HIRE and SALE, by immediate or deferred payments. They have also wagons for hire capable of carrying 6, 8, and 10 tons, part of which are constructed specially for shipping purposes. Wagons in working order maintained by contract.
EDMUND FOWLER, Sec.
WAGON WORKS,—SMETHWICK, BIRMINGHAM.
*** Loans received on Debenture; particulars on application.

STAFFORDSHIRE WHEEL AND AXLE COMPANY
(LIMITED),
MANUFACTURERS of RAILWAY CARRIAGE, WAGON, and CONTRACTORS' WHEELS and AXLES, and other IRONWORK used in the CONSTRUCTION of RAILWAY ROLLING STOCK.
OFFICES AND WORKS,
HEATH STREET SOUTH, SPRING HILL, BIRMINGHAM.

WILLIAMS'S PERRAN FOUNDRY COMPANY,
CORNWALL,
MANUFACTURERS of PUMPING and OTHER ENGINES and GENERAL MACHINERY, have FOR SALE:—
ONE 36 in. PUMPING ENGINE, secondhand.
ONE 30 in. PUMPING ENGINE, secondhand.
ONE 8 in. HORIZONTAL HIGH-PRESSURE ENGINE, new.
Several Cornish BOILERS.
Also a large assortment of NEW and SECONDHAND PITWORK, at moderate prices.
LONDON OFFICES,—1 and 2, GREAT WINCHESTER STREET BUILDINGS, E.C.

SECONDHAND MINING MACHINERY FOR SALE,
IN FIRST-RATE CONDITION.

PUMPING ENGINES, of various sizes,—viz., 70 in., 60 in., 50 in., 40 in., 30 in.
WINDING ENGINES, STAMPING ENGINES, STEAM CAPSTANS, and CRUSHERS of various sizes.
A NUMBER OF BOILERS.
PITWORK of all descriptions, and all kinds of MATERIALS required for MINING PURPOSES.
TO BE SOLD, AT MODERATE PRICES.

For further particulars, apply to—
MESSRS. HARVEY AND CO.,
ENGINEERS AND GENERAL MERCHANTS,
HAYLE, CORNWALL,
AND HAYLE FOUNDRY WHARF, NINE ELMS, LONDON.
CITY OFFICES (GRESHAM HOUSE), 23½, OLD BROAD STREET,
MANUFACTURERS OF
PUMPING and other LAND ENGINES and MARINE STEAM ENGINES of the largest kind in use, SUGAR MACHINERY, MILLWORK, MINING MACHINERY, and MACHINERY IN GENERAL.
SHIPBUILDERS IN WOOD AND IRON.

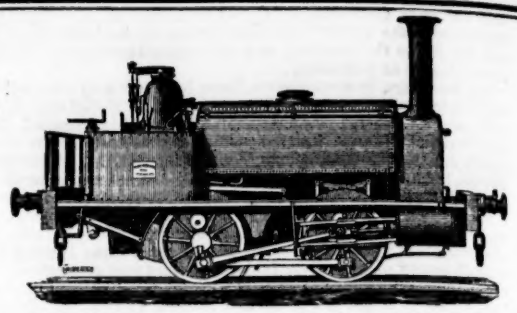
THE PATENT PNEUMATIC STAMPS
May be SEEN AT WORK at HAYLE FOUNDRY WHARF, NINE ELMS, by previous application at either of the above addresses.

TO ENGINEERS, &c.

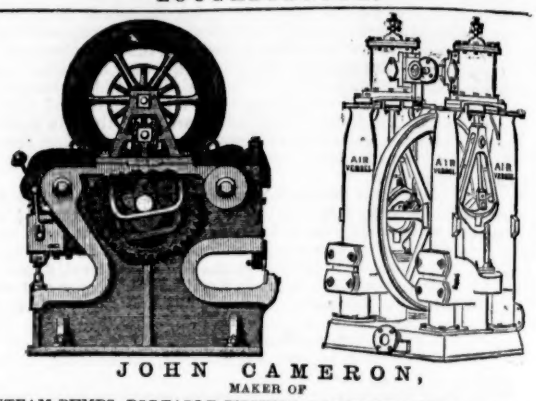
NEW MOTIVE POWER,
COMBINED AIR AND STEAM,
SAVING ABOVE FIFTY PER CENT. FUEL.

GALLOWAY AND COMPANY WILL GRANT LICENCES TO ENGINEERS to APPLY MR. G. BELL GALLOWAY'S INVENTION to all DESCRIPTIONS of ENGINES, as contained in his Patent dated January 7th, 1865.

For terms of Licence, address B. FOTHERGILL, Esq., C.E., 15, George-street, Mansion House, London.



TANK LOCOMOTIVES,
FOR SALE OR HIRE.
HENRY HUGHES AND CO.
LOUGHBOROUGH.



JOHN CAMERON,
MAKER OF
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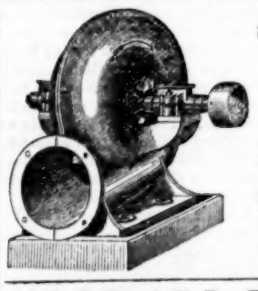

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IRON AND COAL COMPANIES.

Shares.	Company.	Paid.	Price.
£100	John Abbot and Co. [L.]	£ 75 0 0	20 15 dis.
50	Blaenavon Iron and Steel Co. [L.]	7 10 0	—
100	Bolckow, Vaughan, and Co. [L.]	30 0 0	33 35 pm.
100	Brown, John, and Co. [L.]	70 0 0	3 1 dis.
10	Consett Iron Co. [L.]	7 10 0	4 5 pm.
100	Cammell and Co. [L.]	80 0 0	15 13 dis.
32	Ebbw Vale Co. [L.]	27 10 0	8½ 8 dis.
20	General Mining Association [L.]	20 0 0	3 5
15	Hopkins, Gilkes, and Co. [L.]	10 0 0	1 ¾ dis.
10	Ironmasters' Company [L.]	10 0 0	—
10	Midland Iron Co. [L.]	5 0 0	20 22 pm.
2½	Mersey Steel and Iron Co. [L.]	11 10 0	8⅛ 7⅞ dis.
4	Mwyndy Iron Ore Co. [L.]	3 10 0	2½ 2 dis.
1	Nerbudda Coal and Iron	0 6 6	par. ⅛ pm.
25	Palmer's Shipbuilding and Iron Co. [L.]	25 0 0	1 ½ dis. x. d.
35	Ditto ditto	35 0 0	1 ½ dis. x. d.
100	Parkgate Iron Co. [L.]	65 0 0	9 7 dis.
20	Patent Shaft and Axletree Co. [L.]	10 0 0	5 — pm.
50	Rhymney Iron Co. [L.]	50 0 0	21 19 dis.
15	Ditto New	15 0 0	6½ 5¼ dis.
50	Shotts Iron Co.	50 0 0	18 17 dis.
100	Sheepbridge Iron and Coal Co. [L.]	55 0 0	17 15 dis.
100	Staveley Iron and Coal Co.	60 0 0	35 40 pm.
100	Ditto ditto New	10 0 0	7 9 pm.
100	Thames Iron Company	100 0 0	—
7½	Titanic Iron and Steel	5 0 0	—
100	Vancouver Coal [L.]	6 0 0	par. 1 pm.
10	Van Iron Ore [L.]	10 0 0	—
100	Wigan Coal and Iron Co.	100 0 0	10 5 dis.
75	Ditto ditto	75 0 0	10 5 dis.

THE MINING SHARE LIST

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Total divs.	Per share.	Last paid.
1500	Alderley Edge, c, Cheshire*	10 0 0	—		10 6 8	0 5 0	Jan. 1869
6000	Boscaswell, t, c, St. Just	1 0 0	—		0 2 0	0 2 0	Apr. 1870
200	Botallack, t, c, St. Just	91 5 0	220	215 220	580 5 0	5 0 0	Aug. 1870
20000	Bronfloyd, l, Cardigan*	2 10 0	—		2 10 0	0 1 0	Oct. 1870
5094	Bwlch Consols, s-l, Cardigan*	4 0 0	—		0 9 0	0 2 0	May 1870
6400	Cashwell, l, Cumberland*	2 10 0	—		0 12 6	0 3 6	Sept. 1870
916	Cargoll, s-l, Newlyn	16 5 7	2¾	2½ 2¾	16 15 0	0 10 0	Aug. 1869
1280	Chanticleer, l, Flint	0 7 8	—		0 1 0	0 0 6	Nov. 1868
2450	Cook's Kitchen, c, Illogan‡	19 14 9	16½	16½ 17	4 13 0	0 10 0	Oct. 1870
867	Cwm Erfin, l, Cardiganshire*	7 10 0	—		32 8 0	0 5 0	Oct. 1870
128	Cwmystwith, l, Cardiganshire	60 0 0	—		387 10 0	2 0 0	July 1869
280	Derwent Mines, s-l, Durham	300 0 0	—		177 0 0	2 10 0	July 1868
1024	Devon Gt. Consols, c, Tavistock†	1 0 0	100	95 105	1145 0 0	4 0 0	May 1870
656	Ding Dong, t, Gulval‡	49 14 6	19	18 19	7 10 0	0 15 0	Aug. 1870
1432	Dolcoath, c, t, Camborne	32 4 6	130	125 130	248 2 6	3 0 0	Oct. 1870
12800	Drake Walls, t, Calstock‡	2 10 0	1⅛	1 1⅛	1 3 3	0 1 0	July 1870
6144	East Caradon, c, St. Cleer†	2 14 6	4⅝	4¾ 5¼	14 11 6	0 2 0	July 1867
300	East Darren, l, Cardiganshire	32 0 0	—		188 10 0	2 0 0	Sept. 1870
6400	East Pool, t, c, Pool, Illogan	0 9 9	8	9 9½	10 12 3	0 4 0	Sept. 1870
1906	East Wheal Lovell, t, Wendron	3 9 0	28½	24 25	12 16 0	2 0 0	July 1870
2800	Foxdale, l, Isle of Man*	25 0 0	—		76 15 0	1 0 0	Oct. 1870
5000	Frank Mills, l, Christow	3 18 6	—	1⅞ 2⅛	4 8 0	0 2 6	Aug. 1870
3950	Gawton, c, Tavistock	3 10 6	—		0 3 0	0 3 0	Jan. 1868
15000	Great Laxey, l, Isle of Man*	4 0 0	18	18 19	13 1 0	0 8 0	Sept. 1870
3000	Great Northern Manganese*	5 0 0	—		—	5 p.ct.	Feb. 1869
5908	Great Wheal Vor, t, c, Helston†	40 0 0	7	7 7⅛	15 12 0	0 3 6	June 1870
10240	Gunnislake (Clitters'), t, c	4 19 0	2⅛		0 1 0	0 1 0	July 1870
1024	Herodsfoot, l, near Liskeard†	8 10 0	45	44 46	54 0 0	1 10 0	Oct. 1870
2000	Holmbush and Kelly Bray, c*	1 0 0	—	¼ ⅜	0 3 0	0 1 0	Nov. 1869
10000	Killaloe, sl, Tipperary	1 0 0	⅞	¾ ⅞	0 7 0	0 0 7	Mar. 1870
165	Levant, c, t, St. Just	10 8 1	—		1101 0 0	2 0 0	Aug. 1869
400	Lisburne, l, Cardiganshire	18 15 0	—		529 0 0	2 0 0	Jan. 1870
3000	Maes-y-Safn, l, Flint*	20 0 0	—		4 0 0	0 5 0	Oct. 1868
9000	Marke Valley, c, Caradon	4 10 6	6¾	6¾ 7	6 10 0	0 4 0	Oct. 1870
1800	Minera Mining Co., l, Wrexham*	25 0 0	—		278 3 3	5 0 0	Aug. 1870
20000	Mining Co. of Ireland, c, l, cl	7 0 0	8⅛	8¼ 8½	0 4 6½	0 2 1	July 1870
6400	New Pembroke, t, c, Par Station	5 0 0	—		0 2 6	0 2 6	July 1870
2000	North Levant, t, c, St. Just	10 12 0	11⅛	11½ 12	1 15 0	0 10 0	Aug. 1870
5610	North Wheal Crofty, c, Illogan†	3 11 3	1⅞	1½ 2	0 2 6	0 2 6	June 1870
256	Pendarves United	86 0 0	65	60 65	10 0 0	10 0 0	July 1870
5000	Penhalls, t, St. Agnes	3 0 0	—		1 13 6	0 4 0	Oct. 1870
500	Phœnix, t, c, Linkinhorne	50 0 0	—		456 10 0	7 0 0	May 1870
2000	Poldice, t, c, Gwennap	10 0 0	—		1 10 0	0 10 0	Oct. 1870
12800	Prince of Wales, c, Calstock	0 12 6	⅝	½ ¾	0 10 6	0 1 0	Nov. 1869
1120	Providence, t, Uny Lelant†	10 6 7	39	38 39	99 12 6	1 0 0	Sept. 1870
15000	Queen, s, c, Calstock*	0 10 0	—		0 1 0	0 1 0	Sept. 1870
5869	Rosewall Hill & Ransom, t‡	4 0 0	1⅛	1⅛ 1¼	0 11 6	0 1 6	June 1870
512	South Caradon, c, St. Cleer†	1 5 0	250	230 250	651 10 0	4 0 0	Sept. 1870
6000	South Darren, l, Cardigan*	3 6 6	—		1 0 0	0 2 6	Nov. 1869
937	South Wh. Crofty, c, Illogan	24 10 10	9	8 9	3 0 0	0 10 0	June 1870
496	So. Wh. Frances, c, Illog.†‡	18 18 9	29	30 32	374 13 6	1 0 0	Mar. 1868
242	Spearn Moor, t, St. Just	36 17 9	19	19 21	13 15 0	1 0 0	June 1870
940	St. Ives Consols, t, St. Ives‡	10 15 0	—		0 10 0	0 10 0	May 1869
8771	St. Just Amalgamated, t*	3 10 0	—		0 2 6	0 2 6	Nov. 1869
508	Summer Hill, l, Mold	3 18 6	—		2 5 6	0 5 0	Feb. 1868
12000	Tankerville, l, Salop*	6 0 0	10	14½ 15	0 5 0	0 5 0	Aug. 1870
6000	Tincroft, c, t, Pool, Illogan†	9 0 0	42	44 45	25 18 6	1 10 0	Sept. 1870
2000	Trumpet Cons., t, Helston	11 10 0	23	22 23	11 12 0	0 15 0	Aug. 1870
12000	Van, l, Llanidloes*	4 5 0	60	57½ 62½	2 15 0	0 15 0	Sept. 1870
3000	W. Chiverton, l, Perranzabuloe†	10 0 0	54½	53 55	45 7 6	2 0 0	Aug. 1870
512	West Wheal Frances, t, Illogan	106 15 0	32	31 33	4 10 0	1 10 0	Oct. 1869
400	W. Wheal Seton, c, Camborne†	47 0 0	125	120 125	666 10 0	3 10 0	Oct. 1870
512	Wheal Basset, c, Illogan†	5 2 6	75	70 75	632 10 0	1 0 0	June 1868
512	Wheal Jane, s-l, Kea	10 15 0	60	55 60	32 0 0	1 10 0	July 1870
4295	Wheal Kitty, t, St. Agnes	5 4 6	8¼	8 8½	5 6 0	0 7 0	Aug. 1870
1024	Wheal Kitty, t, Uny Lelant†	3 10 6	12	10 12	12 12 6	0 10 0	July 1870
896	Wheal Margaret, t, Uny Lelant‡	13 17 6	6	6 7	78 5 0	0 10 0	Aug. 1870
1024	Wheal Mary Ann, l, Menheniot†	8 0 0	8	8 9	71 7 6	0 10 0	Sept. 1870
1000	Wh. Mary Hutchins, Plymp., t	2 12 6	—		0 10 0	0 5 0	Aug. 1869
80	Wheal Owles, t, St. Just‡	70 0 0	—		464 13 0	12 10 0	Aug. 1870
396	Wheal Seton, t, c, Camborne	60 0 0	37	35 40	254 15 0	2 0 0	Feb. 1869
17000	Wicklow, c, l, Wicklow	2 10 0	8¾	8⅛ 8⅜	50 3 0	0 5 0	Sept. 1869

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Total divs.	Per share.	Last paid.
35000	Alamillos, l, Spain*†	2 0 0	1¾	1¾ 2¼	0 13 0	0 2 6	Oct. 1870
20000	Australian, c, South Australia†‡	7 7 6	—		0 1 6	0 0 6	Aug. 1868
15000	Cape Copper Mining*†	7 0 0	15	14½ 15½	5 17 6	0 10 0	May 1870
30000	Central American Association*†	0 10 0	—		0 6 0	0 1 0	July 1869
10000	Copiapo Mining Co., Chili†‡	16 10 0	3	2 3	0 4 0	0 4 0	April 1869
76162	Don Pedro North del Rey*†‡	0 14 0	3¼	2¾ 3	2 3 9	0 4 0	Mar. 1870
70000	English and Australian, c‡	2 10 0	—		—	0 0 9	Feb. 1869
25000	Fortuna, l, Spain*†	2 0 0	2¾	2¼ 2¾	2 2 10	0 2 0	Oct. 1870
10000	Gonnesa, l, Sardinia*	5 0 0	—		10 per cent.		Aug. 1868
68000	Kapunda Mining Co., Austra†‡	1 0 0	⅜	⅛ ⅜	0 1 10	0 0 6	Nov. 1868
15000	Linares, l, Spain*†	3 0 0	3¾	3¼ 3¾	12 13 4	0 5 0	Oct. 1870
50000	Panulcillo, c, Chili*†	4 0 0	2½	2 2½	10 per cent.		Yearly.
10000	Pontgibaud, s-l, France†	20 0 0	17	16 17	7 1 8	1 15 6	Nov. 1869
100000	Port Phillip, g, Clunes*†	1 0 0	1⅛	⅞ 1⅛	1 6 0	0 1 6	Jan. 1870
120000	Scottish Australian Min. Co.†	1 0 0	⅜	⅝ ⅞	6 per cent.		Apr. 1870
11000	St. John del Rey, Brazil*†	15 0 0	24	23 25	81 10 0	4 2 6	Dec. 1867
15000	Sweetland Creek, g, California*†	4 0 0	3	2⅛ 3	0 4 0	0 4 0	June 1870
50000	Victoria (London) [25000 £1 pd., 25000 12s. 6d. pd.]				0 9 7	0 9 7	July 1868

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
130000	Almada and Tirito Consolidated, s, Mexico*†	1 0 0	1	⅞ 1⅛	Fully pd.
50000	Anglo-Argentine, g, s, Argentine Republic*†	1 0 0	⅜	⅜ ⅞	Fully pd.
20000	Anglo-Australian, g, Victoria* (£2 10s. shares)	1 0 0	—		Jan. 1870
100000	Anglo-Brazilian, g*†	0 11 0	—		Feb. 1869
12500	Anglo-Italian, g*†	1 7 6	—		Jan. 1868
20000	Arivaca, g, s, Arizona* (£10 shares)	2 10 0	3⅝		Oct. 1870
20000	Australian United, g, Victoria*†	2 10 0	⅛	⅛ ⅝	Fully pd.
30000	Bellavista, s, Peru* (£1 shares)	0 15 0	—		Oct. 1870
50000	Braganza, g, Brazil*	0 15 0	—		Oct. 1870
20000	Capula, s, Mexico*†	2 0 0	1⅛	1 2	Fully pd.
30000	Chontales, g, s, Nicaragua*†	5 0 0	⅞	⅝ ¾	Mar. 1868
21000	Colorado Terrible, s, g, Colorado*	5 0 0	5		Fully pd.
100000	Cuiaba, g, Minas Geraes, Brazil	0 10 0	⅝	½	June 1870
20000	Eberhardt and Aurora, s, Nevada*	10 0 0	—		Fully pd.
100000	Eclipse, g, California* (£1 shares)	0 15 0	¾	½ ¾	Fully pd.
15000	El Chico Silver Mining and Reduction Company*	5 0 0	—		Nov. 1866
40000	Fortune Copper Mining Co. of Western Australia	2 0 0	—		Fully pd.
50000	Frontino and Bolivia, g, New Granada*†	1 18 0	⅛	⅜ ¼	Nov. 1869
150000	General Brazilian, g* (£1 shares)	0 17 0	⅞	⅝ ¾	Oct. 1870
25000	Guerrero, g, Mexico (total cap.—50,000 shares of £1)	0 10 0	—		Aug. 1869
100000	Imperial Ottoman, s-l, Turkey*	1 0 0	—		Fully pd.
50000	Javali, g, Nicaragua	2 0 0	—		Jan. 1869
7927	Lusitanian (Portugal)†‡ (£5 shares)	3 0 0	¾	¼ ¾	Dec. 1866
51000	New Quebrada, c, Venezuela*†	5 0 0	—		Fully pd.
50000	New Rosario, s, Mexico	1 0 0	—		Fully pd.
15000	Pacific, g, s, Nevada and California* (and reduced)	7 0 0	1¾	1¼ 1¾	Fully pd.
80000	Pestarena United, g, Italy*†	3 0 0	—		Fully pd.
100000	Rossa Grande, g, Brazil*† (£1 shares)	0 15 0	⅜	⅛ ⅜	Sept. 1870
50000	Sao Vicente, Brazil*†	0 6 0	—		Oct. 1868
112500	Sierra Battes, g, California*	2 0 0	—		Fully pd.
60000	South Aurora, s, White Pine, Nevada*	5 0 0	6⅝		Fully pd.
100000	Taquaril, g, Brazil* (£1 shares)	0 13 0	2⅛	2⅛ 2⅜	Sept. 1870
40000	Tuolumne, g, California*	2 0 0	—		Fully pd.
43174	United Mexican, s, Mexico†‡*	28 5 2	2	2 3	May 1868
30000	Val Antigoria, g, Italy*	1 12 6	—		Dec. 1869
80000	Worthing, c, South Australia*†	1 0 0	—		Fully pd.
75000	Yorke Peninsula, c, South Australia	1 0 0	⅛	⅜ ½	Fully pd.
45000	Yudanamutana, c, South Australia*†‡	3 0 0	1⅛	⅞ 1⅛	Fully pd.

NON-DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
12000	Assheton, l*, Carnarvonshire	5 0 0	6	4½ 5½	Fully pd.
12000	Cae Gynon, l, Cardiganshire*†	2 0 0	1	½ 1½	Fully pd.
1000	Carn Brea, c, t, Illogan‡	30 0 0	15	13 15	June 1868
3000	Chiverton, l, Perranzabuloe	11 5 0	1⅛	1 1¼	Oct. 1870
3000	Chiverton Moor, l, Perranzabuloe	7 11 0	3⅛	2¼ 3	Feb. 1869
2000	Chiverton Valley, l, Perranzabuloe	3 7 6	3	2¾ 3	Aug. 1870
32700	Conroy, l, Montgomeryshire*	3 0 0	4		Oct. 1670
512	East Basset, c, Redruth†‡	40 0 0	5	3 5	Mar. 1870
6000	East Grenville, c, Camborne	4 13 0	2⅛	2¼ 3	Aug. 1870
1200	Fedw, l, Llanidloes*	9 0 0	—		July 1870
3000	Florida, s-l, Cardiganshire*	3 0 0	3½	3 3¼	Fully pd.
5000	Gorsedd and Celyn Level, l, Flintshire	2 0 0	—		Fully pd.
6000	Hingston Down, c, Calstock†	6 4 0	1	⅝ ¾	Aug. 1870
400	New Wheal Seton, c, Camborne	70 0 0	35	30 40	Dec. 1869
695	North Roskear, c, Camborne	62 19 0	7½	7 8	Aug. 1869
5936	North Treskerby, c, St. Agnes	1 16 4	¼	⅛ ⅜	Aug. 1869
15000	Penrhyn, l, Carnarvonshire*	2 0 0	2¼	2 2⅜	Fully pd.
12000	Plynlimmon, l, Llanidloes*	2 5 0	—	2 2⅛	Sept. 1870
1024	Rose and Chiverton United, l, Newlyn	8 0 0	12		May 1870
6123	South Condurrow, t, c, Camborne	5 5 6	3⅛	3 3¼	Oct. 1869
10000	Tan-yr-Allt, l*, Carnarvonshire	3 0 0	2½	2 2¼	Fully pd.
2000	Van Consols, Llanidloes, l*	2 10 0	2	1¾ 2¼	Fully pd.
6000	West Basset, c, Illogan†‡	2 18 0	⅛	¼ ½	Sept. 1870
2288	West Caradon, c, St. Cleer†‡	2 16 0	⅞	¾ 1	July 1870
2000	West Stiperstones, l, Salop*	1 0 0	—		Fully pd.
12000	West Maria and Fortescue, c, Lamerton	3 13 0	1⅝	1½ 1¾	July 1870
12000	West Pant-y-Go, s-l, Flint*	1 0 0	⅞	¾ 1	June 1870
12000	West Tankerville	3 0 0	—		July 1870
6000	Wheal Agar, c, Illogan	8 8 6	1¾	1⅞ 2	Oct. 1870
512	Wheal Buller, c, Redruth†‡	36 5 0	5	3 5	Aug. 1870
5386	Wheal Crebor, c, Tavistock	2 15 6	¾	½ ⅝	Sept. 1870
5724	Wheal Grenville, c, Camborne†	10 11 0	1⅛	1⅞ 2⅛	Dec. 1869
4096	Wheal Uny, t, c, Redruth	10 14 6	3	2½ 2¾	Oct. 1869

b, blende; cl, coal; c, copper; g, gold; l, lead; s, silver; sl, slate; s-l, silver-lead; t, tin; z, zinc.

NON-DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus.
12800	Aberdaunant, l, Llanidloes*	5 0 0	—	
4000	Bedford Consols, c, Tavistock	3 2 6	—	
4000	Bedford United, c, Tavist.*	3 16 2	—	2
20000	Blaen Caelan,* s-l, Cardig.	1 0 0	—	1
5000	Blue Hills, t, c, St. Agnes	1 7 0	—	
25000	Brynambor, l, Cardigan	0 10 0	—	
1200	Bryn Gwyn, l, Mold*‡	9 0 0	—	
20000	Brynpostig, Montgomery, l*	1 0 0	—	
7500	Brynystwith, l, Cardigan*	2 0 0	—	
6000	Budnick Consols	0 14 4	—	
6000	Bwadrain Cons., s-l, Cardig.	3 5 0	—	
30000	Caldbeck Fells, l, Cumberld.*	1 17 6	—	
5000	Capel Banhaglog, l, Mont.*	3 0 0	—	1
910	Caradon Consols, c, St. Cleer	33 16 0	—	
6400	Cardigan Bay, s-l, Aberyst.	5 0 0	10	
6000	Carn Camborne, c, Cambrn.	3 2 6	1	
3000	Cefn Brwyno (lim. to £5)	3 0 0	—	
6000	Cefn Consols, l*	5 0 0	—	
3000	Chiverton Wheal Virgin, l*	0 5 0	5¼	
256	Condurrow, c, t, Camborne‡	76 10 0	—	
1055	Craddock Moor, c, St. Cleer‡	15 8 0	—	
50000	Crenver & Wheal Abraham*	2 0 0	—	
4000	Cwm Ricket, l, Montgom.	2 15 0	—	
4000	Devon & Cornwall United	6 6 0	—	
5000	Dolwen, l, Cardiganshire	0 10 0	—	
30000	Dylife Consols, s-l, Mont.	1 0 0	—	
2586	East Bottle Hill, Plymp., t, c	1 6 6	—	
6000	East Carn Brea, c, Redruth‡	5 19 6	—	
4000	East Chiverton, l, Perranz.	3 18 0	—	
4000	E. Gunnislake & S. Bed. c	12 0 0	—	
2048	East Harptree, l, Mendips*	1 5 0	—	
4096	E. New Wh. Lovell, t, Wend.	1 2 6	—	
10000	East Parys U., l, c, Anglesea	2 0 0	—	
350	East Plynlimmon, l, Llanid.*	15 0 0	—	
3640	East Providence, t, Lelant	7 6 9	—	
5610	East Seton, c, Camborne	1 7 6	1	
6000	East Wheal Reeth	1 8 8	—	
12800	Excelsior, t, c, Stoke Climsld.	0 3 6	—	
5000	Exmouth, s-l, Christow	0 6 6	1⅛	1
12800	Florence and Tonkin United	0 3 6	—	
6000	Gen. Min. Co. for Ireland	7 0 0	⅜	
40000	Glasgow Caradon, c* [30,000 £1 p., 10,000 15s. p.]			
5700	Goginan, Cardigan, l	12 10 0	—	
6144	Gonamena, c, St. Cleer	8 1 9	—	
5000	Gorn, l, Llanidloes	0 17 6	—	
4096	Great Caradon, c, St. Ive	4 17 6	—	
12500	Gt. N. Laxey (Isle of Man)*	1 0 0	⅝	
3035	Gt. Retallack, s-l, b, Perran.	3 8 0	1	1
3000	Great Rock, l, Corwen*	4 5 0	—	
4096	Great Royalton, t	0 15 6	2	
6000	Gt. S. Chiverton, s-l, Perranz	2 15 0	—	
5143	Great S. Tolgus, c, Redruth	2 5 6	¼	
12000	Great West Chiverton, s-l	2 10 0	—	
6000	Great Western, t, c, Breage	2 0 0	—	
1798	Gt. Wh. Fortune, t, Breage	31 7 4	—	
4096	Gt. Wh. Lovell, t, Wendron	1 0 0	2¼	2½
5000	Gwern Eva, l, Llantrissant	0 8 0	—	
12000	Gwydyr Park, l, Llanrwst*	1 5 6	⅝	
6000	Hammett, t, St. Neots	1 4 0	—	
6000	Harewood Consols	0 7 0	—	
1000	Hemerdon U., t, Plympton	1 0 0	—	
6000	Hobb's Hill, t, St. Neot	0 1 8	—	
6400	Holyfield, l, Cumberland*	1 0 0	1⅛	
962	Leeds and St. Aubyn, t, c	23 4 2	2⅜	
30000	Lisburne Cons. s-l, Cardigan*	1 0 0	—	
5000	Llanarmon, Denbigh	2 0 0	—	
20000	Llywernog, l, Cardiganshire	1 0 0	—	
5120	Lovell, t, Wendron	0 3 0	—	
5120	Lovell Consols, Wendron, t	0 10 6	—	
6000	Maudlin, c, Lostwithiel	4 7 0	—	
4662	Minera Union, l [2500 £4 p., 2162 £2 15s. p.]			
3000	Mineral Bottom, s-l	5 10 0	—	
25000	Mining Association	1 5 0	—	
6000	Mold, s-l, Flintshire*	5 0 0	—	
6144	Nanglies, t, c, Kea	7 0 11	1¼	1½
12000	Nanteos Consols, l*	1 0 0	—	
4000	Nanty, l, Montgomeryshire*	1 0 0	2⅛	
10000	New Beldon, l, Northumb.*	0 10 0	—	
6000	New Brynpostig, l, Llanid.	2 0 0	—	
12000	New Central Snailbeach	1 0 0	—	
6000	New Clifford, c, Gwennap*	3 15 0	—	
6250	N. Crow Hill, t, St. Stephen	3 15 0	—	
14000	New Victoria, c, Ashburton*	1 0 0	—	
3000	N. Wh. Charlotte, t, c, St. Agnes	1 0 0	—	
4000	New Wh. Grylls, l, Perranz.	0 10 0	—	
4096	New Wh. Lovell, t, Wendron	3 4 6	2	1
2000	N. Wh. Towan, c, t, Wendron	1 10 0	—	
6000	North Cornwall Kaolin	0 5 0	—	
5000	No. Dolcoath, c, Camborne	4 3 0	—	
3457	North Downs, c, Redruth	5 17 10	—	
6000	North Jane, t, s-l, Kenwyn	5 1 0	—	
1000	North Lovell, t, Wendron	5 0 0	6	
5000	North Pool, c, Illogan	4 10 0	—	
12000	North Tankerville, l, Salop	1 0 0	—	
3000	N. Wh. Chiverton, l, Perran.	5 0 0	—	
10000	North Wheal Neptune, c, t	0 5 0	—	
12000	Ohio Crown, l, Isle of Man*	0 12 0	—	
12288	Okel Tor, c, Calstock	2 7 4	—	
8000	Old Gunnislake, c, Calstock	3 9 6	—	
20000	Old Treburgett, s-l, Cornwall	1 0 0	1	
6400	Par Consols, c, St. Blazey†‡	2 14 6	—	
5694	Pedn-an-drea, t, Redruth	8 2 0	—	
20000	Pen'Allt, l, Carnarvonshire	2 0 0	1½	1
5000	Pendeen Consols, c, St. Just	8 4 0	—	
12000	Perkins Beach, l, Salop	1 0 0	—	
6000	Perran Consols, t	1 10 2	1	
3000	Perran Wheal Virgin	0 10 0	2¼	2
1772	Polberro, t, St. Agnes	15 0 0	—	
2000	Polbreen, t, St. Agnes	3 0 0	6¼	6
2000	Powell United, s-l, Cardig.*	5 0 0	—	
6000	Prince Royal, t, St. Agnes	1 5 0	—	
12800	Princess of Wales, c, t	0 11 0	¼	
3877	Redmoor, c, t, Callington	2 5 0	—	
5000	Reperry Mine, t, c, Lanivet	1 10 0	—	
12000	Rhydtalog, s-l, Cardiganshire	1 0 0	—	
6000	Roaring Water, c, Ireland	3 0 0	—	
3000	Roche Consols, Roche	0 11 6	¾	
10000	Royalton, t, St. Columb	1 8 0	—	
512	South Basset, c, Gwennap	30 10 0	—	
1000	South Bwadrain, l, Cardig.	1 0 0	—	
8000	South Cardigan, l, Cardigan	5 0 0	6	
5000	South Carn Brea, c, t	1 6 6	¾	
3000	So. Chiverton, s, l, Perranz.	6 2 6	—	
6000	South Grenville, c	0 2 0	—	
3395	So. Herodsfoot, l, Liskeard	4 17 0	—	
1500	S. Merllyn, l, Flint* (£2 shrs)	1 10 0	—	
2048	South Redmoor, c, Call.	1 0 0	1⅜	
5000	South St. Just, t	2 0 0	1⅛	
12000	South Van, l, Llanidloes	1 0 0	—	
3000	South Ward, l, Beerferris	0 15 0	—	
236	Spearne Consols	4 4 4	—	
7000	Stiperstones, l, Salop*	7 0 0	—	
6000	TamarValley, s-l, Beeralston	1 5 0	—	
4000	Teign Valley, l, bar., Bridford	1 0 0	—	
25000	Terras Tin Mine, St. Austell*	1 0 0	1⅝	1
3500	Tin Hill, t, St. Austell	1 12 0	—	
6000	Tin Valley, St. Neot	1 3 6	—	
548	Trelyon Consols, t, St. Ives	17 5 0	—	
459	Tresavean and Trethurrup	22 11 0	—	
2048	Trevarrack, t, c, Uny Lelant	2 0 0	3¼	
10000	Treveddoe, t, c, Warleggan	1 10 0	—	
4096	Trewetha, s-l, Menheniot	11 14 6	—	
70	Tygwyn, l, Cardiganshire	25 0 0	—	
1000	Vaughan, s-l, Cardigan	2 0 0	—	
7664	Vigra and Clogau, c, Dolg.*‡	5 0 0	—	
15000	Virtuous Lady, c, Tavistock*	1 0 0	—	
25000	Vron United	1 0 0	—	1
1000	West Cwm Erfin, s-l	0 10 0	—	
256	West Damsel, c, Gwennap	40 10 0	—	
12800	W. Drake Walls, c, Calstock	0 11 0	¼	
6000	West Esgair Lle, l, Cardig.*	2 0 0	—	
5000	W. Godolphin, t, c, Breage‡	0 11 0	—	
2582	West Great Work, t, Breage	6 11 0	8	
10000	West Jewell, t, Gwennap*	2 0 0	—	
16	West Margaret, t	65 0 0	75	
100	West Nant-y-Cria, l, Cardig.	10 0 0	—	
12800	West Prince of Wales, c	0 16 6	—	
12000	West Rhoswyddol, l, Mont.*	1 0 0	3	
838	West Rose Down, c, Linking.	26 10 0	—	
3535	West St. Ives, t, c, St. Ives	0 10 0	⅜	
512	West Tolgus, c, Redruth	66 0 0	—	
5000	West Wh. Kitty, t, St. Agnes	3 14 0	⅝	
3584	W. Wh. Tremayne, St. Erth	1 5 0	1⅛	
741	Wheal Basset and Grylls, t	7 18 6	—	
5609	Wh. Courtenay, c, Tavistock	1 0 6	—	
811	Wh. Emily Henrietta, c, Illo.	23 5 0	7	
6000	Wheal Franco Consols, t, c	0 4 0	—	
6000	Wheal Ida, s-l, St. Ive	1 13 0	—	
4568	Wheal Sparnon, c	4 0 0	—	
1920	Wh. Trannack, c, Sithney	13 3 3	—	
6240	Wh. Trelawny, s-l, Liskeard†	2 13 6	—	
400	Wye, l, Llanidloes*	18 10 0	—	

** Companies marked thus * have been incorporated with Limited Liability; those marked † have been admitted on the Stock Exchange, those marked thus ‡ have paid Dividends.

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